ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASSESTOS ORIENTAL AGENCY.

Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON. Dodwell & Co., LIMITED.

General Managers.

NEW SERIES No. 1947. 日十二月八年七十二精光

WEDNESDAY, OCTOBER 2, 1901.

三角體

THIRTY DOLLARS: 就二月十萬港香 PER ANNUM.

Banks.

THE JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880 Cory

CAPITAL SUBSCRIBEDYen 24,000,000 CAPITAL PAID-UP 18,000,000 RESERVE FUND

Head Office: -YOKOHAMA.

Branches and Agencies. TOKIO. NAGASAKI. LONDON. NEW YORK: LYONS. SAN FRANCISCO. HONOLULU. SHANGHAI. BOMBAY. NEWCHWANG. TIENTSIN.

LONDON BANKERS: THE LONDON_JOINT STOCK BANK, LD. PARRS' BANK, Ld. THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent. TARO HODSUMI,

Hongkong, and October, 1901.

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office: -SHANGHAL.

Branches and Agencies. PEKING. CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. CHUNKING. TIENTSIN. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. 3 % per Annum Fixed Deposits for 3 months E. W. RUTTER, Hongkong, 1st January, 1901. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED of CHRRENT annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent. | DEPOSIT at 4 PER CENT. per annum.

Hongkong, 9th July, 1901

THE NATIONAL BANK OF CHINA, LIMITED.

> HEAD OFFICE:-HONGKONG, Board of Directors:

Chan Kit Shan, Esq. | C. Ewens, Esq. | Chow Tung Shang, Esq. | J. T. Lauts, Esq. | Chief Manager, GEO. W. F. PLAYFAIR. Interest for 12 months Fixed 5 %

Hongkong, 20th December, 1899. THE

EUTSCH ASIATISCHE BANK. PAID-UP CAPITALSh. Taels 5,000,000 HEAD OFFICE-SHANGHAL BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow Calcutta Tsingtau (Kiautschou) Tientsin LONDON BANKERS:

Messrs. N. M. Rothschild & Sons, Union Bank of London, LTD. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current' Account. DEPOSITS received on terms which may be [11 learned on application. Every description of Banking and Exchange business transacted. E, F. GROS,

Acting Manager. Hongkong, 29th August, 1901. LTONGKONG AND SHANGHA BANKING CORPORATION. RESERVE FUND. Sterling Reserve\$10,000,000 } \$13,750,000 RESERVE LIABILITY OF PROPTORS. \$10,000,000

COURT OF DIRECTORS: R. SHEWAN, Esq., Chairman. Hon, J. J. BELL-IRVING, Deputy Chairman. A. Haupt, Esq. N. A. Siebs, Esq. D. M. Moses, Esq. J. Raymond, Esq. | H. W. Slade, Esq. R. L. Richardson, Esq. H. E. Tomkins, Esq.

H. Schübart, Esq. Paul Witkowski, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON. MANAGER: Shanghai-H. M. Bevis, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For & months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON, Chief Manager.

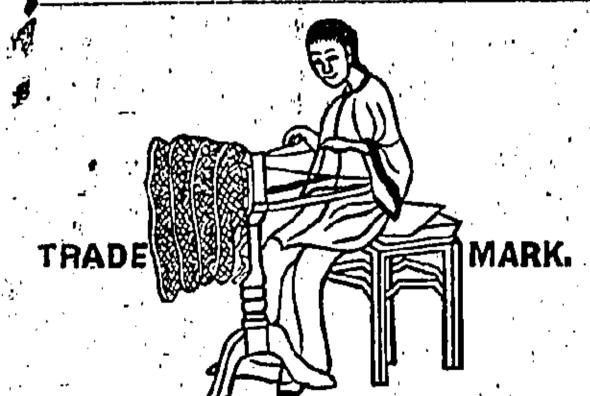
Hongkong, 17th August, 1901. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted 1 by the HONGKONG AND SHANGHAI HANKING CORPORATION. Rules may be phtained on application.

INTEREST on deposits is allowed at 34 PER Depositors may transfer at their option L ACCOUNT at the Rate of 2 per cent: per balances of \$100 or more to the Hongkong AND SHANGHAL BANK to be placed on FIXED

> For the Hongkong and Shanghai BANKING CORPORATION, JACKSON, Cric Manager.

Untimations.



Fr. BLUNCK,

SILK LACE MANUFACTURER

MBROIDERER. 17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER RETAILER.

16th July, 1901.

DEPARTMENT

FOR SIX WEEKS ONLY.

Special Offer of Autumn Suitings at following Exceptional Prices. FLANNEL LOUNGE SUITS-TWEED AND CASHMERE SUITS-

BLUE SERGE SAC SUITS -WORSTED AND ANGOLA SUITS-BLACK TWILL DRESS SUITS

LANE, CRAWFORD & CO.

Hongkong, 26th September, 1901.

OLD MATURED

FROM THE FAMOUS KILMARNOCK DISTILLERY THE FAVOURITE WHISKY IN THE OLD COUNTRY.

ASK FOR IT!

Hongkong, 22nd July, 1001.

Intimations.

ESTABLISHED"

TEA versus BOVRIL.

BEEF TEA.

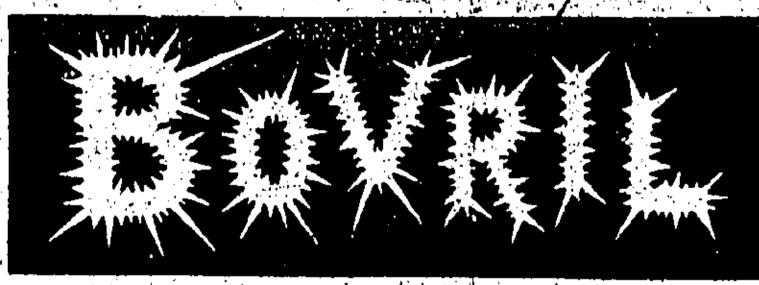
"Were it possible to furnish the market, Was invented to realise Baron von Liebig's meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to extractum carnis; for it would contain all the nutritive constituents of meat. I have before stated that: in preparing the Extract of Meat the albuminous principles remain the extractive principles by the Liebig proin the residue; they are most nutritive, and this is certainly a great-disadvantage.

> BARON LIEBIG. Discoverer of Liebig's Extract, in The Lancel, Nov. 11, 1865.

BOVRIL

1881.

at a reasonable price, with a preparation of desire for a meat food that would contain not only the stimulating properties of flesh —as all Meat Extracts and Beef Teas do but also the nourishing properties of flesh, which Ment Extracts and Beef Teas do not. This has been accomplished by first taking cess (which is akin to home-made beef tea) and then adding albumen and fibrine, procured from the flesh of other oven roasted and finely ground to powder; the combination is Bovril.



ASBESTOS AGENCY, LIMITED.

SOLE AGENT'S IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers



MITSUI BUSSAN KAISHA - (OR MITSUI & CO.)

HEAD OFFICE: 43, SAKAMOTOCHO, TORYO. LONDON OFFICE:—34, LIME STREET, E.C. HONGKONG OFFICE:--6, ICE HOUSE STREET.

BRANCH OFFICES:

New York, San Francisco, Hamburg, Rombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Spanese Navy, Arsenals and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and

SOLE PROPRIETORS of the Famous Milke, Tayawa, Yamano and Ida Coal Mines.

SOLE AGENTS for Fukumo, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yuhokibara and other Coal Mines. N. INUZUKA, Manager.

Hongkong, 1st August, 1901.

WE HAVE BEEN APPOINTED SOLE AGENTS

BRANDIES.

PER CASE. ONE STAR THREE STAR V.S. O.P.

12, QUEEN'S ROAD.

Hongkong, 24th September, 1901.

GEO. YOUNGER & SON, ALLOA. INDIA PALE ALE.

In Casks of 4 doz Qts. - -

Also in Hhds, Kilderkins, Firkins and 41 Galls. SOLE MENTS:

CALDBECK, MAGGREGOR & Co., ALHAMBRA CIGAR, WINE AND SPIRT MERCHANTS, 15, Quee's Road.

Hongkong, 1st October, 1901.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

TO SAIL YOKOHAMA! ...SocotrasG. W. Babot Daylight, 4th Oct... Freight only. LONDON Freight or Passage. SINGAPORE & Tientsint ...W. W. Cooke, R.N.R... About 7th Oct. Freight only. LONDON, &c..... Palatoun* ... J. Chellew, R. N.R...... Noon, 12th Oct..... Freight or Passage. ... SHANGHAI Coromandel. F. W. Vibert, R.N.R...: About 12th Oct...... Freight or Passage. * (See Special Advertisement) Calling at PENANG and COLOMBO should sufficient inducement be offering). Fid SHANGHAI and KOBE. § (Passing through the Inland Sea). PASSENGER SEASON 1902. FOR MARSEILLES, PLYMOUTH AND LONDON. DIRECT WITHOUT TRANSHIPMENT. For Further Particulars, apply to H. A. RITCHIE, Superintendent.

NORDDEUTSCHER LLOYD.

Hongkong, and October, 1901.

HAMBURG-AMERIKA LINIE

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA; ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA, AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS; Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. PREUSSEN	SAILING DATES.
PREUSSEN	THURSDAY, 3rd October.
"HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 16th October.
· SACHSEN	WEDNESDAY, 30th October.
KIAUTSCHOU, Hamburg-Amerika Linie	WEDNESDAY, 13th November.
BAYERN	WEDNESDAY. 27th November
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 8th January, 1902
PRINZ HEINRICH	WEDNESDAY, 22nd January, 190
PREUSSEN	WEDNESDAY, 5th February, 190
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 19th February, 190
SACHSEN	WEDNESDAY, 5th March, 1902.

O N THURSDAY, the 3rd day of October, 1901, at NOON, the Steamship "PREUS-SEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and Shipping Orders will be granted till NOON, on TUESDAY, the 1st October, Cargo and

Specie will be received on Board until 5 P.M., on WEDNESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 21st September, 1901.

Motels.

IONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER. Hongkong, and July, 1900.

3, QUEEN'S BUILDINGS.

WINE, SPIRIT AND CIGAR MERCHANTS. DIRECT IMPORTERS:

"KIRIN" BEER.

HARVEY'S OLD VINTAGES,

Untimations.

PYROLA, PYROLA, PYROLA.

PERFUME

EXQUISITE FRAGRANCE.

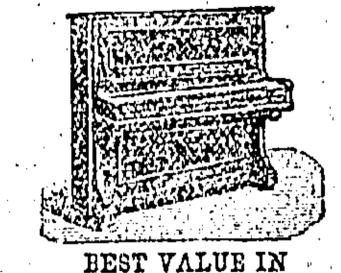
LIMITED.

Chemists and Perfamers.

No. 66. Queen's Roud Central.

Hongkong, 1st October, 1901.

ROBINSON PIANO CO., LIMITED.



MONTHLY PAYMENT

Hongkong, 19th August, 1901.

KELLIK SZ SZ Just Received.

THE FIGHTING IN NORTH CHINA, by G. Gipps, R.N. \$ 2.00, The Eternal City, by Hall Caine 3.50 A Secretary of Legation, by Hope

Athletics and other Forms of Exercise, by F. A. Schmidt, M.U., and Disturbances in China t.00 Hongkong, 28th September, 1901.

[571c Hongkong, 3rd October, 1001.

Goods are landed.

any case whatever.

P.M. will be subject to rent.

no Claims will be recognised.

WIAI.SII, Ld. Correspondence respecting the Imperial Railway in North China \$ 0.85

SANDOW'S OWN COMBINED DEVELOPERS

> PATENT CRIP DUMB BELLS.

GENERAL DRAPERS AND FURNISHERS.

Opposite Post Office, (Up Stairs). A LARGE QUANTITY OF BEDSTEADS, GOTS AND SPRING MATTRESSES, NOW IN STOCK.

DRAPERY DEPARTMENT,

EVERYTHING FOR LADIES'-AND CHILDREN'S WEAR.

A. CHEE & Co.

17A, Queen's Road, Central. ESTABLISHED 1859.

FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver, Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

PIANO COMPANY,

LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instruments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, and September, 1901.

Co-dap's To dan's Advertisements. Advertisements.

HONGKONG TELEGRAPH

OFFICE.

Hongkong, and October, 1901.

THE Company's Steamship

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

" LOONGSANG." Captain Weigall, will be despatched as above

on SATURDAY, the 5th instant, at 4.30 P.M.

This Steamer has Superior Accommodation

JARDINE, MATHESON & Co.,

Ceneral Managers.

for First class Passengers, is fitted throughout

NOTICE TO CONSIGNEES.

'SOCOTRA."

SUEZ AND STRAITS.

vessel are hereby informed that their Goods

are being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark

and delivery can be obtained as soon as the

Optional Goods will be landed here unless

instructions are given to the contrary before

Goods not cleared by the 8th instant, at

No Fire Insurance will be effected by me in

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained' from the Godown Company within ten

days after the Vessel's arrival here, after which

NOTICE TO CONSIGNEES. ..

HE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods not cleared by the 8th instant, at 4

No Fire Insurance will be effected by me in

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

H. A. RITCHIE,

Superintendent

3 P.M., TO-DAY, the 2nd instant.

4 P.M., will be subject to rent.

no Claims will be recognised.

- Hongkong, 3rd October, 1001.

Goods are landed.

any case whatever.

Consignees of Cargo by the above-named

FROM LONDON, ANTWERP, PORT SAID

HE P. & O. S. N. Co.'s Steamship

with Electric Light and carries a Doctor.

For Freight or Passage, apply to

Hongkong, 2nd October, 1991.

NOTICE. Sabang-Bay Harbour THOMAS PHILIPS (known as STOKER and Coal Co., PHILIPS) accept SAM BENTLEY'S CHALLENGE to box any man at 140lbs. Limited. Conditions and Amount of Side Wager to

> Pulo Web, North Sumatra. Cable Address :- " HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Ombilion Coals at current rates. Ships can moor at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60. tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per

Depth of water at the wharves 30 feet at low Excellent pure spring-water can be supplied

at current prices. Vessels calling at Sabang are exempt from harbour dues and pilotage, and when calling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the

harbour entrance, close to the shore. The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices. and October, 1901.

THE OSAKA SHOSEN KAISHA,

FOR ANPING VIA SWATOW AND AMOY HE Company's Steamship

"MAIDZURU MARU," Captain K. Sudzuki, will be despatched for the above Ports, on WEDNESDAY, the 16th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 2nd October, 1901.

Intimation.

WATSON & Co.,

LIMITED.

MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

VERY OLD LIQUEUR SCOTCH

WHISKY

Pronounced by Connoisseurs to

be the BEST BRAND in the FAR EAST.

Per Dozen -

A. S. WATSON & CO., LIMITED,

THE HONGKONG DISPENSARY. BIRTH. On the 23rd of September, at No. Sung-kinng Road, Shanghai, the wife of CEORGE MCBAIN, of a daughter.

MARRIAGE. On the 26th of September, at IlB.M.'s

Consulate, Shanghai, before Consulteneral Warren, FREDERICK JAMES STACH, F Park House, St. Kilda, Victoria, Australa, to Josephine Hombert, of Shanghai.

he fongkong Celegraph mother first and Queen afterwards.

HONGKONG, WEDNESDAY, OCTOBER

REUTER'S TELECRAMS TURKEY AND THE PERSAN LONDON, September other

A British naval force is concentraing in the Persian Gulf. at Bussorah with the supposed interion of

seizing Koweit.

SOUTH AFRICA. THE BOER ATTACK ON FATS

PROSPECT AND ITALA

the 26th instant, renewing the attack on the 27th. The Boers admit having lost ninetee killed in their attack on fort Itala.

SOUTH AFRICA. THE DEFENCE OF FORT ITALA.

The British casualties at the defence of Fort Itala were, Lieutenant Kane of South Lancashires and eleven men killed five officers, including Captain Chapman, the Dublin Fusiliers and thirty eight men at the Old Dock on the 26th ultowounded, and 63 men missing, of whom many are known to have been killed or wounded.

One hundred and fifty three horses and eighty two mules also were killed.

TYPHOON WARNING.

WARNING FROM MANILA.

Mr. W. A. Rublee, U. S. Consul General kindly forwards the following copy of a telegram which he received from Manila to-day :-MANILA OBSERVATORY,

🖴 October and, 7 alm. Typhoon E. of Manila, moving at present to

LOCAL AND GENERAL.

H.M.S. ROSARIO arrived this morning from Singapore.

Yokohama_on 27th ult.

H.M.S. ALACRITY, with Admiral Sir Cyprian Bridge on board, arrived at Shanghai on the 26th ulto.

THE BODY of Fok Han Sun, of 16 Gilimous Street, was received at the mortuary, death being due to a crushed chest.

H. E LI HUNG-CHANG told Mr. Oda Tokuno, an eminent priest of the Shin Sect, that the Roman Catholic missionaries were the chief cause of the Boxer troubles.

THE EXCEPTION .- "When a thing is ended, it's ended," said I, " and that's all there is to it!" My friend-smiled. "You forgot," said he, "the revolution in the Philippines !"

THE TIMES prints a sensational statement from America. It alleges that one man's yearly income from blackmail levied on the New York fire brigade amounts to £10,000 sterling.

PRINCESS BEATRICE, the youngest sister of King Edward, has given a number of con valescent soldiers, who fought in the South African war, pleasure trips on the yacht Sheila.

MR. AND MRS. COLLINS, bound for Porneo from England, had to break their jour ney at Colombo, the lady being admitted to hospital where she lies seriously ill with enterio

OVERHEARD AFTER MEETING.-"De preacher say dat de worl' comin' ter a end in thirty days." "Dat bein' de case, dey ain't a nigger in de country dat 'll pay house rent is advance."

THE GOVERNOR OF CEYLON has presented a silver cornet to the band of the Corn wall Regiment on account of services rendered during the visit of the Duke and Duchess Cornwall to Ceylon.

HE WAS A POLICEMAN .- "I overheard that man who calls on you say something abou betting, Bridget; I hope he doesn't frequent pool-rooms?" "Sure, ma'am, he doesn't know there's such a place in London. He's a policeman, ma'am."

AN INVOLUNTARY BATH was taken by one of the Kowloon rickshas this afternoon, the coolie inadvertently backing it over the edge of the Praya. Luckily there was nobody in the vehicle at the time, and, needless to say, the coolie did not appearanxious to go to the rescue of his property.

THE SYNDICATE which recently had a bill before Parliament for the construction of a pier at Berehaven (Cork) proposes to use, in the Atlantic service, steamers with a speed of 24 knots. Oil will be the fuel used. A port in Germany will be the European terminus of the line. Dover has offered facilities if it is made a port of call, between Berehaven and Germany.

NEARLY EVERY DAY a body of an infant is brought to the Mortuary, death being due to premature birth. What more noble monument to our late Queen could be erected than a maternity hospital, not forgetting a ward for Europeans? The \$50,000 The Government is sending home (and we say advisedly The Government, because the public have apparently no voice in the matter,) will only be a drop in the ocean of subscriptions and quickly lost sight of, while an endowed institution for the purpose mentioned would be a memorial for evermore to the woman who was always

McPHERSON, the crstwhile manager of the Star Coffee House, is missing. Some one hundred and fifty dollars belonging to that institution have also made themselves conspicuous by their absence. On Thursday, the gentleman in question said he was going to dine at Quarry Bay, and like the Marquis in "Les Cloches de Corneville," has never been heard of since. Whether or no "ta great McPhairson" went forth "to murder and to ravish," we nice unable to say, but his late 'employers' will be Turkey is reported to be massing troops thankful for tidings of him or of the dollars. He was quite an absent-minded beggar, and left a lot of little things behind him in the shape of unpaid bills, some, we hear, being for "lodging" in Lyndhurst Terrace. Mac. is tall, their man, of fairly good appearance, and we would warn the Cost Ports against him.

Commandant Grobelaar with 1,50 of the COTTAM & Co. for EVENING DRESS enemy attacked fort Prospect the wole of SIIIRTS.

THE FRENCH GUNBOAT Allowelle arrived at Shanghai and the U.S. and German cruisers Wilmington and Geier respectively, left there on 26th ulto.

IT WAS LATELY ASKED, says a London paper. "Why was the river Itchen?" The reason given is, "Because of the current in its bed." surely a sufficient reason.

THE U.S.S. MONADNOCK was docked a the Cosmopolitan Dock, Shanghai on Wednes, day last, and the I.-C.S. Yiksang was docked

GENERAL FUKUSHIMA left Shanghai on 26th ulto for Foochow. It is not expected that he will return to Shanghai, but rather that he will go from there to Japan.

A GENTLE HINT .- "I hope you appreciate the fact, sir, that in marrying my daughter you marry a large-hearted, generous girl?" "A do, sir, (with emotion); "and I hope she inherits those qualities from her father."

THE BRITISH SAILING SHIP County

of Haddington, 1,865 tons, which left New York for Shanghai on the 2nd February and has not since been heard of, is now quoted in Marine Insurance circles at 90 guineas premium. . !T

NOT UNUSUAL .- "A problem novel? What's the problem?" "There are several; but the one that arrests the attention of the thoughtful reader is, 'How in the world did the author ever manage to get a publisher?"

H. M. S. ENDYMION left Woosung for THE RESEATING and decoration of the Lyceum Theatre, Shanghai, is nearing completion, and the A. D. C. have a farcical-comedy in active rehearsal, with which they will open the renovated theatre on Tuesday, the 22nd October.

A FALLACY.-" There is a great deal to be said on both sides of every question," said the broadminded man. "My dear, sir," answered Mr. Meekton, "it is very plain that you have

never engaged in an argument with Henrietta. THE U.S.S. MONADNOCK will, according to Shanghai papers, probably come to Hongkong, her place being taken there by the Monterey. How will the Monterey manage to reach Shanghai against the N.E. monsoon though? We do not intend to ask for a passage by her, nor advise our friends to do so.

THE ADMIRALS of the Figet in the British Navy are three in number, there ar also 12 Admirals, 22 Vice-Admirals, and 43 Rear-Admirals. An Admiral of the Fleet ranks with a Field Marshal, an Admiral with a General, a Vice-Adimral with a Lieutenant-General and a Rear-Admiral with a Major-General.

FEW PUNS, if any, are excusable. They have been called "The dry-rot of language," they have been vil fied in all languages, but | Schedule B. of Ordinance 13 of 1901, be resome of them are irresistible. Such, for instance, is the remark of the Philadelphia Ledger, which, in referring to the suicide of the Governor of Shansi by gold leaf, ascribes it to "a consciousness of inward gilt."

THE FOOCHOW GUN CLUB have held shoot under conditions that are rather novel. The competitor had to walk towards the four traps, and as he walked a pigeon was released. If he broke it with the first barrel another was immediately thrown. If the two birds were broken three points were given, if one bird only, two points. The score of the winner, Mr. C. L. Howell, is worth giving. It was:-3-3-3-3-3-2-3-28.

LOCAL CRICKETERS will be interested to hear that Captain F. D. Markham, of the King's (Shropshire) Light Infantry, has just been seconded for service under the Foreign bay City from 20th August to 2nd September, Office. Captain Markham, it is almost unnecessary to say, is one of the two survivors of the Bokhara disaster of October, 1894. Dr. J. A. Lowson and he were the only two passengers who escaped, and both were members of the Hongkong cricket team returning from Shanghai...

THREE MEN were arrested in French Town at Shanghai, recently and handed over to the Municipal Police for selling cigare tes purporting to be those of the "Pin Head" brand. The manufacturers of these imitations have not yet been discovered, but the N.C.D News hopes, that, in view of the prevalence of fraudulent imitations of this brand, the Mixed Court will bring such pressure to bear upon the culprits as will make them divulge where they obtained the cigarettes.

A BROUGHAM drawn by a large water, while going up the Nanking-Road-at-Shanghai the other day collided with Messrs. Hirsbrunner's shop wall, damaging the shafts and cradle of the yehicle. The occupant of the carriage and the horse were unhurt. The accient occurred through the majoo letting go the near rein, and in fumbling about trying to regain it, he pulled on the off rein in such a way as to force the carriage on to the pavement and drive the shafts into the wall. It was fortunate the horse did not make an entrance to the shop through the window.

JACK MCAULIFFE AND JACK SLAVIN who recently delighted so many sportsmen. in Hongkong, are now in Shanghai, and last evening they were to enter the ring in the presence of a large gathering of spectators, and give a capital exhibition of the noble art. McAuliffe, was also to exhibit his famous American axe and Indian fire clubswinging and ball punching, after which he and his colleague were to meetseveral local gentlemen in four round exhibitions of boxing. It is understood that Messrs. Slavin and McAuliffe intend remaining in Shanghai some six weeks or two months for the purpose art of self defence.

OTTAM & CO. for SNOW'S and BUCK-INGHAM and HECHT'S BOOTS and

NEEDED:-"I recommend to future genera. tions," said Uncle Nathaniel, as he put away his bandana handkerchief, "that they encour age the growth of two noses cone to take cold

in, the other for general use." PREFECT CHANG, who has been acting marine sub-prefect of Amoy and who has much to do with the International intercourse of the port, has had this post confirmed to him as substantive incumbent and will therefore occupy the marine sub-prefectship for at least the next

three years,

THE LATEST TRIAD REBELLION

Up to the time of going to press no news had been heard of Mr. Kutter of the Basel Mission Station at Lo Kon. It is hoped he is in safety as, from all we can gather, the rising is not primarily directed against the Foreigners. The higher officials of the Societyappear to have aims and objects in view that could command respect, if the means to attain the same were gone about in accordance with law and order. But as usual with Chinese internal discord, a mob of cut-throats at once collect whose ideas of reform never go beyond personal gain. We have it on the best authority that the organised band of rebels passed Mr. Kutter's house without offering any violence whatever and that it was the followers, the rabble, the robbers and general riff raff that did the damage. We must own to having a sneaking regard for the Triads, although it is rank heresy to say so, and if they could only keep their rank and file under some sort of discipline, should expect to see good results against the descrepit regiment of caricatures that at present govern China.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 3rd October, at 4.15 p.m.

ORDERS OF THE DAY. 1. Correspondence relative to general cleansing of Chinese houses.

2. Correspondence relative to an improved type of Chinese house. 3. Mahomedan Infant Mortality of Calcutta

as compared with the Chinese Infant Mortality. of Hongkong. 4. Draft Bill to restrict the height of build-

ings, and for other purposes. 5. Approval of the employment of six additional rat-catchers and one foreman,

flushing of the sewer and storm-water drains, and correspondence thereon. 7. Approval by the Legislative Council of Additional Bye-laws relative to Prevention of

6. Reply from Government relative to the

Epidemic or Contagious Disease. 8. The Medical Officer of Health, pursuant to notice, will move-

That Bye-law 8, under the heading "Disinfection of Infected Premises" contained in 9. The President, pursuant to notice, will

That the Board recommend the Government to obtain, at as early a date as possible, a

successor to the Colonial Veterinary Surgeon whose service expires on the 2nd proximo. 1. Correspondence relative to the Gough Street latrine.

water supplies for the month of September. 3. Letter from British Consul, Saigon, relative to the withdrawal of quarantine regulations

2. Reports of the analyses of the public

against arrivals from Hongkong at Saigon. 4. Measures of Prevention of Epidemic, Endemic or Contagious Disease.

5. Statement showing Plague cases in Bom-6. Telegram from His Britannic Majesty's

Consul General; Bangkok, stating that vessels from Hongkong should call at Koh Phai for quarantine. 7. Letter from His Britannic Majesty's Consul, Tainan, concerding Plague in that district.

8. Letter from Secretary to Government of Burma relative to importation of Plague into .9. Letter from His Britannic Majesty's Con-

sul, Batavia, concerning the withdrawal of

restrictions against the Port of Hongkong. 10. Gorrespondence relative to prevention of spitting by the Chinese, especially in Public

11. Lime-washing Return for the fortnight ended September 30th, 1901. 12. Mortality Returns from Macao for the weeks ended September 15th and 22nd, 1901. 13: Mortality Statistics for this Colony for the weeks ended September 14th and 21st,

H.K. V. C. TAKE NOTE.

The Army and Navy Gasette states that a step has been taken in India towards recognising the immense value of trained regimental scouts by the sanction of a distinctive badge to be worn by them except on manœuvres and on field service. As yet no official scheme has been laid down for the peace training of these men; but the fact of their recognition at all may perhaps be taken as an indication that, in course of time, the necessity of very careful training will also be recognised. In the French and German cavalry the system has recently been introduced, and the scouts are regarded as a picked and highly important component of the regiment. In France twenty men per squadron are selected for the work, and put through a special course over and above the ordinary course of instruction in scouting and reconnaissance. Baden-Powell, in his "Aids," points out clearly enough that such of conducting a school where private or class | a peace training is absolutely essential, and he lessons will be given to those desirous of be- gives the outlines of a scheme which might well coming acquainted with or proficient in, the be adopted in the army, both at home and

COTTAM & Co.'s VARIED ASSORT.
MENT of SILK BRACKS for EVEN.

eccentric constable is a strange in dividual; an intoxicated one is far worse. Last evping a mob of unkern it coolies had a lively tire, and spent a pleasant hour, at the expense of a foolish young member of the force who hat been imbibing not wisely but too well. Robert " was on duty in the City-presumably in Queen's 'Road Central-though his wander' igs covered a large area including hills, side sreets, main throughfures and coffee houses. was a busy hour of the day with pedestrians, tle streets were crowded and ricksha and chair colies were much in evidence. To the bibulous guardian of the law the crowd, which quickly gathered round, must have assumed chormous dimensions, and it was only natural to his official instinct that law and order pre-

The mob collected thickest in D'Aguilar Street. P.C .- drew his trus cheon, and with a peculiar twist of the wrist, got a firm grip of the handle, and struted boldly out to the grinning crowd. It was only reasonable that everyone should beat a hasty retreat and decamp to some safe corner. One young Chinaman strolled unconsciously down the hill, and walking into the arms of "law and order" received such a slap on the face that the sound could be heard at least twenty yards away. Of course, he wore a look of surprise, and standing with open mouth and hands to his face stared up into the half closed eyes of the constable. well directed kick sent the young fellow running for shelter, while the face of Constable - beamed with-delight and satisfaction at the knowledge that he was carrying out his duties with such tact and skill. Further up the hill a native fruit seller was half asleep at his stall, but the noise of the crowd brought him to the alert and he opend his eyes to see a constable's truncheon banging away at the fruit on the stall.

Other coolies having been duly reprimanded and chastised, the young official propped himself up in a doorway with his thumb resting on an electric bell push. Three minutes later a youngster opened the door, "Robert "stared with bleary eyes at the boy, and lurched to a position in the middle of the road. A European, from a balcony, advised him to be careful and more considerate in his dealings with the natives, but his words were treated with contempt and the argument was closed by the man in uniform threatening, in language well spiced with epithets, to have him reported and sent to gaol. Several native police passed along the street, and with a look of surprise tramped down the hill followed, a few moments later, by the pugnacious constable still muttering threats to the man on the balcony.

All went well till opposite the Hongkong Hotel, where a couple of ricksha coolies ran across the road in the hope of getting a fare. Unfortunately for No. 339, P.C.—caught hold of one of the wheels and was nearly pulled over. He showed his displeasure at the coolies' behaviour by sundry cuffings and various attempts at giving him unpleasant introductions to his boot. Needless to relate, the coolie dashed off but as a native constable hastened up his European collo que reported the "breach of law" on the part of the retreating coolie, his number was obtained and duly entered in the regulation note book. Shortly afterwards the "preserver of law and order" mysteriously disappeared and a friendly colleague from head-quarters went in search of his brother

ín arms. Fortunately it is a very rare occurrence to find natives enjoying themselves at the expense of the police, and still less frequent is it that either a European or native constable makes such a fool of himself, especially when on duty in the public streets. By this time "Robert' has doubtless learned the folly of his ways, and has been well impressed with the fact that, in all things, there is a happy medium-even in

LEGISLATIVE COUNCIL.

meeting of the Legislative Council will be held to-morrow, the 3rd inst, at 3 p.m.

1. Report of the Finance Committee. (No.10.) _2, Question by the Hon, T. H. Whitehead:-Will the Honourable Attorney General lay upon the table a copy of the Depositions taken by the Magistrate sitting as Coroner in the second enquiry into the deaths of 43 persons which occurred in the collapsed houses, Nos. 32 and 34 Cochrane Street, on the night of the 14th August ultimo, a copy of the Crown Solicitor's opening remarks and closing speech, and a copy of the Magistrate's decisions or finding in respect of the first as well as the second enquiries held in connection with that. disaster?

ORDERS OF THE DAY. 1. First reading of a Bill entitled An Orlinance to amend An Ordinance for the better securing the Peace and Quiet of the Inhahabitants of the Town of Victoria and its vicinity during the night time (No. 17 of 1844).

2. Second reading of the Bill entitled An Or-Alpance to amend An Ordinance, entitled The Weights and Measures Ordinaucs, 1885, (No. 8

3. Second reading of the Bill entitled An Ordinance to amend The New Territories Land Court Ordinance, 1900, (No. 18 of 1900).

4 Second reading of the Bill entitled An Ordinance to amend the Public Health Ordin-

ance, 1901, (No. 13 of 1901). 5. Second reading of the Bill entitled An

Ordinance relating to Copyright in Works of the Fine Arts, and for repressing the Commission of Fraud in the Production and Sale of such Works.

6. Second reading of the Bill entitled An Ordinance to amend Ordinance 15 of 1887, and to remove any doubts as to the validity of any matters done under it.

AT THE MAGISTRACY.

UNIAWFUL DREDGING. Midshipman Hargraves of H.M.S. Albion charged Lau King Fo and Law Wing Kwong with dredging in the man-of-war anchorage. The defendants were fined \$3 each.

POSSESSING ARMS. Yau Tze Lock walked away from Mr. Kemp this morning after having his arms forfeited.

ATTEMPTED MURDER.

Miguel Hilario Rokas was charged with attempting to murder Marie Montrel De Zarza and pleaded not guilty.

He was undefendeded, and Chief Detective Hanson conducted the prosecution on behalf of the police.

The first witness, Mrs. De Zarza, in reply to Mr. Hanson said :- I am a married woman; my husband is Mr. De Zarza, a merchant in the Choline Islands. On the 9th of September I was living at College Gardens; was living there on the morning of the 9th ulto. About 11 a.m. I saw the defendant

He came to the house; he did not live there.

He came to the house on that morning to see

me: I had previously told him not to come any more. He had been giving me music lessons for about 3 or 4 months. I first met the defendant at the house I was living in for about one month. had discontinued taking lessons from the defendant. The music lessons were first given in the house of a friend named Tjda, and afterwards at my own house. It was at the house of my friend I first met the defendant. I took a few lessons after my friends left for Manila. The defendant came to my house on the morning in question and said "Although you said I was not to come to see you I come this morning to return the book you leant me. When he came I was dressed in the clothes that were subsequently handed over to the police and now produced I discontinued my music lessons because is the first place I had no piano of my own, and secondly because I about to leave t e Colony and wanted to go elsewhere and save some money. The defendant had not done anything to give offence to me except perhaps his conversation at times was a triffe loose. I began to

suspect the defendant of stealing things from me, and I could not put the blame on the house servants. I lost a purse containing about 91 dollars, and a silver belt with two Chinese characters on it. I got the belt from my landlady. One day I told the defendant I wanted to go to the jewellers to see about a bracelet. He said "I will go with you". Afterwards found out that he had gone by himself I did not go. He kept the bracelet two months: I pressed him to return my bracelet and at last got it back. The silver belt and the purse I have never got back. I also lost a letter containing a draft. The defendant knew of this draft, as I had told him of it. The draft was for \$100.

(Case proceeding.)

THE YOKOHAMA SPECIE BANK, LIMITED.

The following is the forty-third half-yearly report presented to the shareholders, at the General Meeting held on 10th September

Gentlemen :- The Directors submit to you the annexed Statement of the Liabilities and Assets of the Bank, and Profit and Loss Account for the Half-year ending June 20th 1901. The Gross Profits of the Bank for the past Halfyear, including yen 404,338.610 brought forward from lastAccounts, amount to yen 6,423,93 r.520, of which yen 4,526,850.195 have been deducted. for Current Expenses, Interests, &c, leaving a

balance of yen 1,897,081,325. The Directors now propose that yen 200,000.000 be added to the Reserve Fund, raising it to yen 8,510,000,000. From the remainder the Directors recommend'a Dividend at the rate of Thirteen per Cent., per Annum, which will absorb yen 780,000.000, on old shares and yen 390,000.000 on new shares, making a total of

yen 1,170,000.000. The Balance, yen 527,081.325, will be carried forward to the credit of next-Account.

NAGATANE SOMA, Chairman.

Head Office, Yokohama, 10th September, 1910. (Yokohama S kin Ginko.) 30th June, 1901.

BALANCE SHEET. Liabilities. Reser . fer Doubtful Debts...... Reserve for N w Building..... Depo its (Current, Fixed, etc.) 45,036,088.815

Bills Payable, Bills Rediscounted, Acceptances, and other Sums due by the Bank. 76,722,597.5 Dividen 's Unclaimed Amount I rought forward from last Account ... No Profit for the past Half-year 1.402,742,735 Yen 150,502,314.764

Investments in Public Secur ties 84,986,474-410 Hills Iscounted, Loans, Advances, &c. 35,076,045,980 Bil's receivable and other Sums due to the Bank 79,504 488,134 Bu lon a d Foreign Money Bank Premises, Properties, Furniture, &c.

Yen 150,500,324.764 PROFIT AND LOSS ACCOUNT. Y. To Current Expenses, Interests, &c..... 4.526,830.193

To Reserve Fund yen 6.500 per Share for 120,000 Old Shares-} yen the cooper than the saction New !

Брагез-уел воп,пос.000 To Balance carried forward to next Account ... Yen 6,473,931,590 By Halance brought forward 311t Dec., 1900 ... 404,338,610

By Amount of Gross Profits for he Half-year ending 30th June, 1901 6,019,592.910 Yen 6,493,931.520

We have examined the above Accounts in detail, with the Books and Vouchers of the Bank and the Returns from the Branches and 'Agencies, and find them to be correct. We have further inspected the Securities, &c., of the Bank, and also those held on account of Loans, Advances, &c., and find them all to be in accordance with the Books and Accounts of the Bank.

BHINDBU TAJIMA, FUKUSABURO WATANABE, Auditors.

COTTAM & Co.'s LATEST SHAPES in

LINEN COLLARS.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.)

WAGES AND EXPENDITURE. To the Editor of the "Hongkong Telegraph." SIR,-I feel obliged to write regarding the tone of an article headed "Is life worth living?" which appeared in your issue last evening, and which I am sure, has caused considerable

comment among many of your readers. As you state, the question of living in Hongkong is one which affects everybody, but surely it is presumption on the part of the writer to suggest that noone can live at all reasonably on a salary of less than two hundred dollars a month. In the first place is it really absolutely necessary for a bachelor of even modest tastes to have a boy to wait upon him, and why should be require to throw away fifteen dollars on tobacco and drinks? Fifteen dollars on amusements and literature appear more than ample for a modest bachelor, and surely there. is plenty of scope for a young fellow to find amusement other than by prowling around the

bars of hotels and recreation clubs. Even twenty dollars a month cwould be an extravagant sum for any one to spend as out of pocket expenses, and by carefulness and a little harmless self sacrifice there should be no difficulty whatever in his putting by at least from sixty to seventy dollars each month out of the handsome salary of \$200.

Take for instance those in the Government emply. At the present time I know a civil servant who, eleven years ago, started at \$50 and is now only receiving \$60. Yet he is enabled to live respectably and to dress well on that meagre salary. And, morever, he has a little home and can support a wife and family:

It seems evident by the tone of the article that you are advocating reckless expenditure upon luxury and vice. Surely, in this plague st icken Colony where temperance in all things is absolutely essential to ward off the many disases with which it abounds, and where alas! the curse of drinking and drunkenness and of idle and wanton extravagance is far too prevalent, it is not imperative to increase salaries but de rease the cost of living.

People come here to make money; not to spend it unreasonably. And I am convinced that by practising strict enconomy and living within the limits of common sense that any young fellow may realise his early anticipations. and save a considerable sum out of a salary even less than that of the suggested bachelor of modest tastes. I enclose my card, trusting you will find space in which to insert these views.

Yours faithfully, AN EMPLOYER OF LABOUR. Hongkong, October 2n ', 1901.

THE PLAGUE.

Number of cases reported (Chinese 1,562 up till noon of the 1st Other Asiatics 54 October, 1901 (Europeans 31 Number of cases reported Chinese o

during the past 24 hours | Europeans o

Number of deaths reported (Chinese 1,52) _up_till_noon_of_the_rat { Other Asiatics 36 October, 1901..... Europeans 12 Number of deaths reported Chinese O during the past 24 hours | Europeans o

Total number of deaths recorded to date 1,575 | GREEN ISLAND CEMENT COMPANY, Since noon on Saturday last the cases and deaths are :-

Cases Chinese Other Asiatics European 0 Total 3 Deaths Chinese 2 Other Asiatics o Europeans 0 Total The plague returns for last week were :--Deaths...... 3

FRENCH INDO-CHINA.

THE YUNNAN RAILWAY.

There is serious hitch in Yunnan railway matters. A mission of railway surveyors despatched from Tonquin to Yunnansen, the chief town of the province, met with such a bad reception from the Chinese on the frontier, that it had to stop there, Further progress being found to be impracticable, the mission broke up The Courier d'Halphong publishes particulars of the affair from a correspondent in Yunnansen. He says that the Chiese are bent upon notallowing the French authorities to have any political say in the construction of the railway. They hold that all works connected with the line should be in Chinese hands, including

the guarding of the railway. It is also a settled matter with them that when, as stipulated in the concession, the railway shall pass into the hands of Government within 75 years, only the Chinese Government should profit by the proviso. The Chinese authorities do not object to the railway, but they are determined that the French shall only have a voice in the staff arrangements, and shall not build any dwellings, save those of the staff. A large house set up at one of the gates of Yunnansen to house the mission in has been pulled down by the Chinese. The Chinese authorities offer for nothing the land required for laying the line and for all the buildings connected therewith, but only on the express condition that the railway company shall acknowledge that it holds this land from the Chinese Government and that the latter owns the land. It is pointed out that the French Parliament has taken a foolish step in granting to a company the right to lay a railway line in a foreign country, and in authorising the signing of a contract containing the stipulation that the French Government shall own the line within 75 years. Another stipulation is that. officials from Indo-China shall superintend the works generally. The Chinese put no hindrance in the way of the surveyors, official or otherwise. But they say openly that, should these officials come back to build the railway, they will find riflemen behind the rocks to prevent them, They are determined not to give the French Government any pretext for laying hands on any part of Yunnan

COTTAM & CO. for the LATEST SHAPES
IN BOPT PELT HATS. 19560

Untimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

JOTICE is hereby given that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the Society will be held at the HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Accounts for the year 1900 and for the half year ending

the 30th June, 1901, and of declaring Divi-The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to

10th October, both Days inclusive. By Order of the Board, W. J. SAUNDERS,

Hongkong, 19th September, 1901. CANTON INSURANCE OFFICE,

NOTICE TO SHAREHOLDERS.

LIMITED.

THE TWENTIETH ORDINARY GEN-ERAL. MEETING of SHARE-HOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 17th October. The TRANSFER BOOKS of the Company

will be CLOSED from the 3rd to the 17th October, both Days inclusive. JARDINE, MATHESON & CO., General Agents,

CANTON INSURANCE OFFICE,

[102BC Hongkong, 25th September, 1901.

TENDERS are invited for the supply to H.M. NAVAL YARD of the Undermentioned Materials for One year from 19th October, 1901 :--

AMERICAN FIR, Baulk, Thickstuff, Scant. CIGAR MERCHANTS CAMPHOR WOOD, (ling Plank and Board.

HARD WOOD. Forms of Tender and Information in regard to the Conditions of Contract, &c., can be obtained on application to the NAVAL STORE OFFICER, H.M. NAVAL YARD. To enable Tenderers to estimate what stocks they would be expected to keep, they will be provided with a statement shewing the expenditure of the different descriptions of Timber during the

Twelve months ending 30th June last. A Deposit of One hundred-dollars will be required with each Tender but this will be returned on the acceptance or rejection of the

The Tenders, which will be received till NOON of the 4th October, 1901, should be sealed and addressed to the COMMODORE, H.M. NAVAL YARD. Hongkong, 1st October, 1901.

WANTED.

A N EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter, stating experience and enclosing copies of Testimonials, &c., to THE MANAGER, CRAIGIEBURN HOTEL

Hongkong, 8th August, 1901. IMPERIAL BANK OF CHINA.

WANTED.

N EXPERIENCED MAN of business to

Total number of cases reported to date 1,647 | Act as COMPRADORE from next China New Year. Full Particulars can be obtained on application to the Undersigned. By Order of the Board of Directors,

E. W. RUTTER, Hongkong, 30th July, 1901.

LIMITED. PORTLAND CEMENT.

\$5,50 P Cask of 375 lbs. Net ex Factory. \$3,80 % Bag of 250 lbs. SHEWAN, TOMES & CO. General Managers. Hongkong, 1st June, 1901

NEW VICTORIA HOTEL.

ROTISSERIE, Meals a la Carle. CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m. Monthly Tiffin at Moderate Rates.

Madar & Farmer. Probrietors. Hongkong, and September 1901.

M. STEVENS & CO. CARRY IN STOCK. A FULL LINE OF "GERMINAL MANILA CIGARS. T. M. STEVENS & CO. Beaconsfield Arcade.

Hongkong, and September 1901. JUST RECEIVED. FIRST SEASON'S CONSIGNMENT

MERICAN ASPARAGUS & DESSERT

FRUITS, ALL KINDS, G. GIRAULT.

Hongkong, 20th August, 1901. A. LING & Co., FURNITURE STORE.

(Next Door to Messis, WATKINS & Co.) QUEEN'S ROAD CENTRAL.

Speciality: FOOCHOW LACQUER WARE. Hongkong, 18th June, 1901.

8, Beaconsfield Arcade. NTIRELY NEW STOCK of the Newest

Patterns in Cloths, Canvasses, and Ducks. Complete Gentlemen's Quifitting. JUST UNPACKED.

DEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTONJEE,

5. D'Aquilar Street and 39 & 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901.

NOTICE OF REMOVAL. BEG to inform my Patrons and Public

Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR H. RUTTONJEE, STREET

5. D'Aguilar Street. Houghpha, 27th April 1904

Entimations.



The Strong Chain

of evidence of satisfaction that comes from each new place in which

RAINIER BEER

is introduced, proves its merit. The three points in its favor are purity, wholesomeness and a better flavor than any other beverage.

SOLE AGENTS

THE HONGKONG DISPENSARY

Hongkong, 21st September, 1901.

[1028C

Co.

CONNAUGHT HOUSE, HONGKONG.

TOBACCONISTS

Fancy Goods of every description. COLUMBIA BICYCLES.

SOLE AGENTS FOR

Incandescant Gasburners.

Hongkong, 2nd September, 1901. BREWER

EX "SOCOTRA"

LETTS' DIARIES, 1902.

PHOTOGRAPH CASES,

NEW STOCK.

AUTOGRAPH CHRISTMAS and NEW

YEAR CARDS. GAMES in Box 2: Complete with Markers, &c.

WHIST. PATIENCE, PIQUET, BEZIQUE, BRIDGE. WRITING CASES, BLOTTING CASES, EUCHRÉ, EGYPTIAN CIGARETTES: SULTANS. PHOTO FRAMES, SCRAP BOOKS,

INDIAN CIGARS. LOG CARD CASES, ENGAGEMENT PADS. CABIN TOBACCO.

Hongkong, 2n | October, 1901. PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA. HEMORRHAGE and ULCERATION

of the BOWELS: Reconcended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) o, Old China Street,

Shanghai...

.rath October, 1898. DISPENSARY. HONGKONG.

SIMPLE ÆRATED WATER. LEMONADE.

SARSAPARILLA

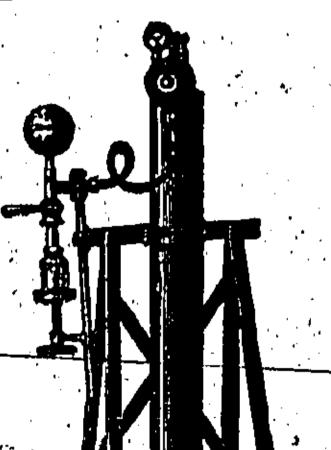
GINGER ALE. TONIC WATER.

RASPBERRYADE. LEMON SQUASH, SPECIAL TERMS to Hotels, Clubs, Messes and otherlarge Consumers.

SODA WATER.

NEW PATENT SODA-WATER-MACHINE. Especially suitable and a real necessity for Hotels,

Hospitals, Barracks, Officer's Messes and



Private Messes, Families in Upcountry places, Mission and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Acrated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at

enormously cheap prices. LEOPOLD SPATZ & CO.

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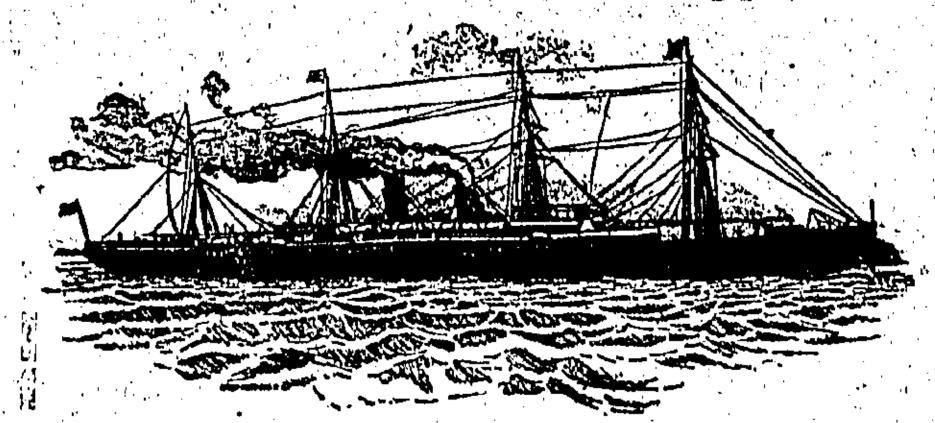
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EMPRESS OF JAPAN ... Comdr. H. Pybus, R.N.R..... WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

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Hongkong, 2nd October, 1901.

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Hongkong, 20th September, 1901.

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URING my ABSENCE and until further Notice Mr. MOWBRAY STAFFORD NORTHCOTE has been appointed ACTING SECRETARY. By Order of the Board of Directors,

A. SHELTON HOOPER, Secretary. Hongkong, 28th September, 1991. HONGKONG AND WHAMPOA DOCK

COMPANY, LIMITED. NOTICE. AR. WILLIAM BASIL DIXON has This

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THE INDEPENDENCE OF CHINA.

FROM THE "NORTH CHINA DAILY NEWS,"

IT cannot be said that China is, or has been' at any time since the Japanese war, a really independent state. Officially and unofficially she has had to brook interference with her internal affairs to an extent which no truly independent country would have put up with for a moment. That she has herself to blame for this may be taken almost for granted. Interested apologists for her could again, as they have done in the past, make out a very plausible case, but the fact remains that had China been less conceited and more capable of broad views, had she possessed men with the knowledge of the day rather than with the pedantry of the past, men who could have foreseen the impossibility of withstanding the expansion of the west, she might, as Japan has done, have cast her lot boldly with progress and been to-day, instead of the carcase around which the eagles have been hovering for years, snatching now and again at any choice morsel within reach—instead of this she might have been a great power amongst great powers, with every chance, judging from the ability and quality of her people, of being within a very few years a leader amongst leaders. Had her rulers been blessed with the integrity of her merchants, even this without great political insight might have sufficed to keep China a sovereign international state. But it would almost seem as the old curse had gone forth, and that being doomed to destruction her rulers were first

All this has been gall and wormwood to the patriotic native, and though the foreigner can look on and watch the progress of disintegration quite philosophically !(it is so easy to bear others' woes), there are many, especially amongst the English-speaking section of the world, who regret the tendency of events and would fain see it otherwise.

demented.

Just now there is one more opportunity offered to the rulers of this land to show the world whether or no they are fit for their position. The Chinese Empire may not be on its ! last legs, but it is certainly as an Empire undergoing its last trial. If this be a failure nothing can save its independence. It will be absorbed piecemeal as Africa has been, and it would be a great mistake on China's part to imagine that either her size or her numbers could prevent it The Boer war is said to have put heart into the Chinese. The reasoning upon which such optimism is based is entirely fallacious. It would be almost, as ridiculous to say that because a certain number of bull dogs are a match for a lion, therefore five times, or ten times, or a hundred times the number of sheep would be equally successful. China! could be made a nation of soldiers. That may be granted. But before it is done her system must be thoroughly recast, and that cannot be done until her officials from top to bottom know how lto spell honesty. The idea that has taken possession of Europe, that China could not be held by Western nations, is ridiculous. Within five years an honest government in China, a government that would open up the land to commerce, that lwould, by increasing the demand for them, make products rise to prices far above their present value, that would advance the virtuous and capable, and ruthlessly put down official peculation, such a government as England has given to India, might not be loved but it certainly would not be overthrown. Nobody on earth knows better than a Chinese which side his bread is buttered. As a coolie he forms a corps and goes under the fire of his countrymen on the side of the foreigner, for what?-for a livelihood, for eight or ten dollars a month honestly and promptly paid. In higher strata of life he may equally be relied on to serve his own interest. A form of patriotism has begun to spring up, but it would soon be seen that when progress with foreign control was the only alternative to stagnation or retrogression under native government, this patriotism would become material and throw in its lot

with that which promised most. Yet we do not wish to see a partition of China. We should much profer to see China strong and reliant, really independent, and standing in her own strength as firm and as confident as the little island Empire which has set her so good an example. At the moment we grant that the realisation of this desire is out of the question. It would be quite impossible, for example, to abandon extra-territoriality. Until China has recast her system of law, has created a bench, and perhaps a bar, above suspicion, no European powers could dream of placing its subjects under her sway. Chinese justice may in a rough and ready way be real, justice in nine times out of ten, but that tenth is so saturated with horror as to make us forget the other nine.

At the moment, however, there are two matters affecting the independence of China which might be put at once on a satisfactory footing. We refer to one of the most undoubted causes of the Boxer outbreak, the interference of missions with the law of the land. Here again we do not wish to convey the idea that w believe the native authorities blameless. We have no doubt that they have at times done scanty justice to native Christians because they were Christians. On the other hand, we are as strongly convinced that not only is foreign interience even in these cases injudicious, but that it has been carried to such extremes as to become a danger to the state and a disgrace to the name of Jesus. Now is the time for matters of this sort to be settled once for all let the Churches, especially the Catholic, desuo the mecessary dinstructions; let them withdraw the ill-advised acceptance of official rank for their pricets; let them. leave their converts to defend themselves, need be by union, but at any rate without

reference to foreign consuls or ministers; and let Christianity with its mestimable spiritual blessings be its own reward. Then we should have a chance of co-operation with native officialdom which at present is out of the ques-

Last, and for the moment, most pressing, is the question of guards for railways already made or under construction. If China wishes for real independence she must insist on the withdrawal of all foreign troops from her territory, except such as are already-allowed by treaty. It is out of the question to suppose that she can remain independent while her railway lines are in the hands of foreign troops. But here also she has a duty, the duty of keeping order and of safeguarding foreign workmen, foreign investments, and foreign property. She cannot shirk this duty, and she must not let it remain in doubt. Categorically these questions will be put to her. Can you protect our people and

our property? If you can, will you? Whether China can or cannot reply truthfully in the affirmative to these questions is one of the most momentous of queries for her just now. If she can, well and good. If she cannot, then may she write over the ta men of every yamen in the land, "Ichabod, the glory is departed.". We hope to see China: independent, we hope that the scales of prejudice, of conceit, and of ignorance, have fallen from her eyes, and that she will yet set about holding her own by methods honourable to herself and satisfactory to her friends.

THE SHANGHAI GARRISON.

THE JAPANESE TROOPS RELIEVED.

The N. Y. K. S. Sakura Maru arrived at Shanghai on 26th ulto, with a detachment of Japanese troops, numbering about 360, from the North. These troops are to relieve the Marines which have been stationed on Yangtzepoo Road for some months. The troops commenced to disembark about one o'clock, and in the meantime the Marines had arrived and were formed up in double line. M. Odagiri, Japanese Consul-General, was present to receive the officers of the newly-arrived detachment and to bid farewell to those of the departing troops. After disembarking, the Regulars also formed up in double line and saluted, after which both detachments formed fours, the Marines embarking on the transport and the Regulars marching down to the barracks in Yangtzepoo Road. Major Imai, who reached Shanghai on Wednesday by the N.Y.K.S. Hakudi Maru, is in command of the new detachment.

A PLUCKY YOUNGSTER.

HUMANE SOCIETY'S MEDAL PRESENTED.

Last June a party of small children-were playing at ball in Chefoo Bay, when Seymour Wilkinson, the son of an English missionary who died a few months ago, got out of his depth in running after the ball. He sank twice, and was in danger of losing his life when Herbert Cranston, fifteen years of age, who was assisting to beach a boat at the time, swam out to his assistance. The boy was unconscious when Cranston reached him, and only his back was visible above the water. After a great deal of exertion Cranston managed to bring him to position of safety, from where some boys and a missionary who was on the beach brought them both to shore. In a day or two Wilkinson, who had experienced such a narrow escape from drowning, was restored to his former health. When the gallant act was brought to the notice of the Royal Humane Society in London they resolved to grant the bronze medal for the saving of life to young Cranston and this medal was awarded to him yesterday afternoon at the China Inland Misson Rooms The Rev. J. W. Stevenson occupied the chair, and there was quite a large attendance of the public, who were cognisant of what would take place. In the course of a few remarks, Captain Startin, of H.M.S. Arethusa, said how pleased and proud he was to be there that afternoon to give the medal away. It was the finest thing in the world to save life, not only physical life but spiritual life, and in this world where there were such terrible temptations to face we all had an opportunity to do this. After Captain Startin had presented the medal to Mr. Cranston, the Doxology was sung, and the function ended.—N. C. Daily News.

THE BEAR ON THE PROWL.

MILITARY ACTIVITY IN SIBERIA.

From the far North news reaches us of Russian activity in Siberia which seems to have significance, says the N. C. Daily News of 27th ulto. The movements of troops in Eastern Siberia, we learn, indicate mobilsiation rather than the customary gayrison changes for the winter. If there is to be concentration the locale is a well-kept secret. Many troops have been sent South, but whether to replace drafts sent into the interior of Manchuria from and fastened to the poor brute, who was evensouthern posts or to supplement garrisons is I tually hauled on hoard. Several of the keepers not known. The belief is that they are massed | had very narrow escapes of losing their lives upon the Corean frontier.

In conjunction with movements of the Russian fleet it would appear that a strong military demonstration is contemplated. The object may be to bluff Japan, or to put her to the expense of a counter demonstration with, as consequence, excitement, disturbance of trade and commercial depression. Or it may be that Russia will attempt to carry further her policy of aggrandisement.

Though it cannot be said that the Russian squadrons in the Pacific are unfit for active service, it is a fact that several vessels which are being sent to sea from Vladivostock need badly to go into dry dock for extensive refitting.

GIRAULT for the best and GREAT. ALL ABSORTMENT Of CONFEC-

A LOROHA SEIZED BY PIRTES NEAR OHINGHAL

On the 22nd September the lorcha Chi Pao An was seized by pirates off Tunghau about forty miles from Chinghai (the mouth) the Ningpo river). The pirates released to of the crew whom they sent into Ningpo & get \$5,000 ransom, which they demanded efore releasing the lorcha and the remainder if the crew. This is the second time withit six months that the same lorcha has been sized by pirates.—Mercury.

EXCITING SCENE AN NAGASARI.

A REFRACTORY ELEPHANT.

On Saturday afternoon, on the portion of the

Bund between this office and the hatoba facing

Messrs Ginsburg & Co., the Nagasaki Press

says, great excitement was caused by the vagaries of a pair of elephants, who had been brought to the above hatoba by the proprietors of a circus in order to be shipped on a large junk, which was to take the animals to Satsuma. Both brutes were covered with large honds whilst proceeding through the city, and nothing of importance happened until the No.9 hatoba was reached. The smaller of the two preceded its companion through the town. The funique spectacle naturally attracted the attention of a large crowd of Japanese, mostly women and children, whose noisy conduct was partly responsible for the trouble that, ensued. On reaching the hatoba the covers were removed and the leading elephant, after a little persuasion, was led to the junk, which was lying alongside the hatoba, the gunwale of the vessel, however, being some two or three feet about the pavement. The arrangements for shipping these unwieldly beasts were most primitive. A few bundles of straw had been placed over the side the junk, forming a series of steps, over which the animals were expected to climb, in order to get into the vessel. The leading elephant declined to negotiate the hazardous undertaking and though cruelly belaboured by his attendants, he refused to move one inch. When at last he did move, it was in the contrary direction, and breaking away from his tormentors, he came away at the double up the hatoba, causing the crowd of spectators to scatter in all directions. He was speedily secured by his keepers and orders were then given for the other animal to be taken on board. Much to the surprise of everyone this was effected without a hitch. "The huge but docile creature passed over the straw steps safely and entered the junk as quietly as an old sheep. A second attempt was now made to get the refractory-animal on board, and in attempting this, the keepers inflicted punishment of the most barbarous descrip ion on the unfortunate brute. The men, to the number of seven or eight, were armed with weapons resembling poleaxes, with the flat end of which powerful blows were rained on the head and other portions of the beast, the steel part of the axes being used on the vulnerable portions. The animal bellowed with pain, and tried to break away from its merciless persecutors. On one occasion, its efforts were crowned with success, and the animal rushed up the road and effected an entrance into the grounds of Messrs. Ginsburg & Co. The keepers, however, managed to coax the beast out, but at one time things looked dangerous, as the animal had climbed upon the verandah and seemed inclined to make acquaintance with the people_in.

In spite of all the punishment inflicted—and it is impossible to furnish an adequate description of it-the brute remained remarkably quiet, but absolutely refused to go on board. Both its hind and fore feet had been chained, but on approaching the vessel it was, of course, necessary to remove the chains. Again and again, the animal refused to go on board, and always managed, despite the strenuous efforts of the keepers, to make its way back to the roadway.

A large body of police in the meantime had arrived from Megasaki, and their efforts were confined to clearing the neighbourhood of the large and increasing crowd. Many suggestions were offered by foreigners as to the proper handling of the elephant, but were not heeded, and the disgusting exhibition of brutality proceeded. To the disgrace of the police, no remonstrance was made by them; and it is safe to assert that in no other country could such gross brutality have been witnessed or allowed. The private residences of the Tankosha officials were at one time in danger, for the brute in order to escape punishment placed its enormous head against the hearding enclosing the build. ings and tore the wood away as if it had been matchwood. The animal was fortunately prevented from entering the grounds. Two hours had been spent by the Japanese in theirfutile work and finally, acting on the sugges. tion of a foreigner, a strong tope was brought by being crushed against the wall.

The Acting Manager's Report to 17th Sep. tember 1901x--

Bukit Jellis Mine. The 150 ft south level is new 250 ft. from the crosscut. The reef thas widened to 6 ft., and there is a little improvement in the quality.

in the rising stope above this level, the reef varies from t ft to 3 ft in thickness. The winze from the 50 ft. level will soon be

connected with these stopes, which will greatly improve the ventilation, and facilitate stopping.

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D. E. BROWN, General Agent,

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30th Nov. Freight.

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Freight and

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through which the Railway passes.

Hongkong, 30th September, 1901.

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it | linet Lev I - This level has been excon the ft. and is now 1225; fte from the or creat. The reef in the end is 2 ft. wide, nathe quality of the stone has improvedcurs of gold can be seen every breaking

To. 1 South Winse.—Has been sunk an ditional 23 ft, and there is 3 ft. of fair quality | 1074c] me in the bottom. Taking into consideran the improved quality of stone in the 150 south level, the 50 ft south level, and the inze, this block of stoning ground will unoubtedly be nayable.

150 ft. West Crosscut. - We resumed driving is crosscut as the country had a promising 1 10750] appearance, and a little water was obzing out the face. After driving 22ft, we struck a shall-reef bin. wide which assayed 1 oz. 1 dwt. the tile ton. The largest portion of the reef being in bck, we put up a small rise, when the reef operad to 2ft. wide, and we are now driving soul on the course of the lode, and have ift. of ref in the end in which colours of gold can be sen. We expect to have a larger output of store from this mine next month.

North Bukit Koman Mine: - The took north leve on east lode is now in 245ft. from the crosscut, 29ft. having been driven for the mosth. The lode is small and poor in the end. In/the 60ft, south intermediate level there is of stone but, of rather poor quality.

Bukit Koman Mine.—The main shaft is now down 38it, below the 24oft; flat. There has been considerable trouble with water, and insufficient steam, during the past month; but we have fixed one of the old boilers from Bukit Hitam at the mine to assist the two now in use, * and a 6in pump has been put in the shaft to keep the water out of the sink.

Much difficulty has also been experienced in getting men to work in the shaft, and the contract has been taken away from the old contractor and let to, another who has made a very good start, but unfortunately the main pump rod broke this morning which will cause a delay of a day or two.

200 ft. or south Intermediate Levels .- These levels are opening up very well, and have given an average fire assay of over 1 oz. to the ton from the beginning. We have now 100 ft. of levels driven from No. 1 and 2 winzes. The reef in the north level No. 1 winze is fully 6 ft. wide, and judging from the appearance of the reef in the end, we are going to have a good block of stoping ground north of the winze.

In the end of the South level the reef is 3 ft. wide, and has also the appearance of per-

In the north level from No. 2 winze we have 2 ft. of solid r ef. while in the south end from the same winze we have 3 ft, of formation interspersed with quartz leaders. We should soon be getting on to the good stone previously worked on the hanging wall leg with this drive.

140 ft. South Livel -- From the end of this level a crosscut has been driven east a distance of 62 ft. without cutting anything payable; so it - Chinachiole; G. N. is stopped for the time being as it will be much more economical to drive crosscuts when we require mullock, to fill the stopes above the 200 ft, intermediate levels. We are at present working 12 stopes above this level, 8 on the footwall and 3 on the hanging wall leg. The footwall portion is looking poor, but the quality of the stone on the hanging wall leg has greatly improved, although we cannot stope very high before connecting with the old footwall workings. There should however be a few hundred tons of payable stone obtainable from these

Bukit Hitam Mine,—The 160 ft, south level has been extended 13 ft. 6 in. making a total of 258 ft. from east crosscut, the reef in the end being about the same size viz 18 ft, and the quality as last reported.

We are working 7 stopes above this level, 3 north and 4 south of No 1 south winze. The north stopes are not looking so well as they were last month, a big horse of mullock came in and greatly disturbed the lode.

The stopes south of the winze are turning out a fair quantity of good quality stone from a reef varying from 6 in. to 6 ft. in width.

The reef in the 160 ft. north level is still poor, and the drive is now in 200 ft. from the east crosscut.

160 ft West Crosscut.- Is now in 43 ft., but nothing of any importance has yet been dis-

100 ft. South Level.—Is in 390 ft. from the prospecting shaft, and has I ft. of stone in the end. In the stopes above this level now being worked from No. 2 south air shaft, the reef is small but of good quality. In the stopes north and south of No. 1 south air shaft, the reef will average 15 in. wide with good quality stone

The No. 2 south winze is down 31 ft. with 18 in, of good quality stone in the bottom.

The preparative work to deepen the main engine shaft is almost completed, and we anticipate making a start to sink on Monday next Stope Mine.-We sank the engine shaft to a

depth of 35ft, when the water became too heavy for manual labour, so we have to discontinue work until the new pumping Plant is erected. This work is being pressed on.

Bukit Neebong Mine. - The shaft is down 65 ft., but I am afraid we shall have to open ou and test the lode before we reach the required depth to connect with the roo ft. south level. now being driven from Bukit Hitam, as the water is getting too heavy for our present pump. Batteries. The result of last month's crushing was as follows.

3,190 tons of stone gave 5,331 02; of amaigam which yielded 1,723 oz. 6 dwts. of smelted gold. JOHN ECLINTON, Act.: Manager.

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of all steamers. C-A. BIDDLE, Proprietor and Manager. Treichles, W.

UNCLAIMED LETTERS AT THE | Harrison, M. H. POST OFFICE. Hetenson, T. J. Tremearne, Capt. A. J. Haas, Peter Newman. Letters for the following persons lie Upton, W. C. Haiman, Alexis claimed at the Post Office:-Verue, Miss P. Iohnstone, B. H. Ainslie, Mrs. Venzey. Jephson, Capt. J. Kaiser, H. W. Atkinson, J. I. Wennberg, H. O. Jarvis, A. C. Allard, Rev. T. Laura, A. Withington, J. unnot Luz, S. Alexander, M. R. Whitney, L. [arvey,]. Little, Mrs. A. Wakefield, F. Augustin, C. ones, L. Liv, P. Walsh, H. Almeida, P. J. Jones, Thos. Lorenzo, M. Anderson, W. H. Johnson, R. C R. Wiggins, Miss Williams, I. Lever, S. lames, S. C. Aocha, O. A. Anderson, C. M. N. Livingstone, J. Wheeler, C. fordan, W. H. Leslic, M. H. Walter, R. Alexander Miss ordan, L. Limerckseld Whitaker! A. J., Ahmed, A. Aziz Jordan, Miss Nellie Lec, T. Kalet, M. Wotton, H. R. Barett, Mr. l ang, R. W. Bracter, Hy. Leagner, M. V. Burke, Rev. P. G.

Linke, F. H.

Leonand, M.

Leod, J. M. M.

Miller, O. H.

Maipang, W.

Mitchell, W. T.

Mills, S.

Mundie

Mullary

Macario

McGill

Macdonald

Mecreki, M.

Mehriens "."

McWilliam

Muller, O.

McCultan

Mant, J. B.

Morton, H.

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. Maudiit, W.

Niveo, L.

Nason, B.

Nicholds, P.

Nibal, Din

Norri-, J. B.

Oviedo, P-

Olct, H. M.

Ocock, G.

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Parfit, J. S.

Pabalan, H.

Piong, A.

Potsil, F.

Pilcarin, W. G.

Pennybacker, C.

Paton, Dr. B L.

Richardson, W. N.

Rutledge, H. B.

Ponsonby, R.

Ponsonby, R.

Ouency, P.

Robles, M.

Rosa, E. da

Remedios, A

Robertson, Mrs.

Roya, H.

Rust, A.

Reid, J. G.

Robinson, N.

Reellixinson

Ross, Mr. A.

Rouland, G. H.

Reid, J. G.

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Smith, A. H.

Sprague, O.

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Olivier, The Hon.

Newall, H. E.

Messer, Capt. J. F.

Mare, Monsieur

Lest r, H.

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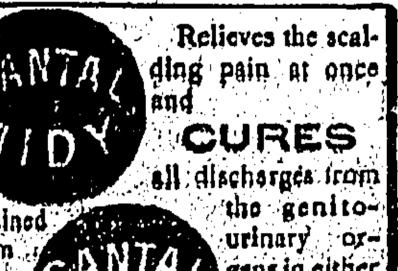
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Honolulu) ItPPON MARU (via Shanghai, Nagasaki, Tuesday, 5th Nov. Kobe, Inland Sea, at Noon. Yokohama & Hono-

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Daylight. SATURDAY, 19th October, at

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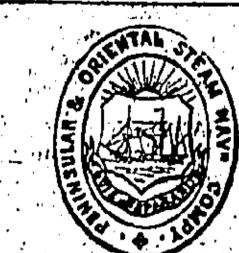
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"CALCH	AS"		• • • • • • • • • • • • • • • • • • • •	15th Oct., 1901.
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FOR MANILA (DIRECT).

'ESMERALDA.'

Captain J. McGinty, will be despatched as-

above on SATURDAY, the 5th instant, at 5 P.M.

for Passengers and is fitted with the Electric

COMPAGNIE DES MESSAG RIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR-

SAIGON, SINGAPORE, BATAYIA,

COLOMBO, BOMBAY, ADEN, EGYPT,

MARSEILLES, MEDITERRANEAN.

AND BLACK SEA PORTS,

LONDON, HAVRE, BORDEAUX;

PORTS OF BRAZIL AND RIVER PLATE.

This Steamer connect- at COLOMBO with

Passengers and Mails leaving that Port on the

19th October, direct to Suez, Por Said and

Cargo and Specie will be registered for Lon-

don as well as for Murseilles, and accepted in

October.; (Parcels are not to be sent on board;

they must be left at the Agency's Office.) Con-

P. DE CHAMPMORIN.

tents and Value of Packages are required.

transit through Marseilles for the principal

Port for MARSEILLES via BOMBAY.

Marseilles.

places of Europe.

This Steamer has Superior Accommodation

SHEWAN, TOMES & Co.,

General Managers.

MELCHERS & CO.,

For further Particulars, apply to

Hongkong, 37th September, 7001.

THE Company's Steamship

Light. A Doctor is carried. -

For Freight or Passage, apply to

Hongkong, 1st October, 1901.

THE Imperial German-Mail Steamship

GIRR, LIVINGSTON & Co.,

This well-known Steamer is specially fitted

TO MORROW, the 3rd instant, at Noon

sions, Ice, &c., throughout the voyage.

TION COMPANY and vice versa.

Hongkong, 3rd October, 1901

24 hours after arrival.

For Freight or Passage, apply to

General Managers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship?

Captain Bullers, will be despatched as above on SATURDAY, the 5th October, at Noon. For Freight or Passage, apply to IARDINE, MATHESON & Co.,

General Managers. Hongkong, 30th September, 1901. THE OSAKA SHOSEN KAISHA,-

FOR TAMSUL VIA SWATOW & AMOY. THE Company's Steamship

"DAIG! MARU," Captain K. Sobajama, will be despatched as above on SUNDAY, the 6th October... For Freight or Passage, apply to

THE MITSULBUSSAN RAISHA. Hongkong, 30th September, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED FOR FOOCHOW VIA SWATOW AND THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the -nbove Port, on WEDNESDAY, the 9th October, at Daylight

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 25th September, 19 17.

AUSTRIAN LLO (D'S STEAM NAVIGA-TION COMPANY. STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID FIUME AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS,

to South Africa Madras, Persian GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS). THE Company's Steamship October, will leave for the above Places about

Captain A. Mitis, will be despatched as above on THURSDAY, the 17th October. For Information as to Passage and Freight, SANDER, WIELER & Co.,

Hongkong, 28th September, 1901.

GALIFORNIA AND ORIENTAL STEAMSHIP COMPANY. IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA

FE RAII.ROAD CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAL INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Strathgyle..... about Oct. 20

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-

HAMA and HONOLULU, on or about SUNDAY, the 20th October. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5. P.M.

the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required. Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further Information as to Freight or the s.s.. Tonkin, which vessel take on her Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Mongkong, China, and Input Henckery, 30th September, 1991 SHEWAN TOMES & CO.'S

"NEW YORK" LINE

FOR NEW YORK VIA SUFZ CANAL. THE Steamship "ADANA,"

Captain A. Smith, will be despatched for the above Port on the 10th November. For Freight, apply to SHEWAN, TOMES & Co.:

Bengkong, 24th Sentember, 1901

Shipping.

STEAMERS.

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship "LONGSHIPS,"

Captain Moore, will be despatched as above on or about the 15th October. For Freight, apply to JARDINE, MATHESON & Co.,

Hongkong, 10th September, 1901. [1000c SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

Captain F. F. Bement, will be despatched for the above Port, on the 15th December, 1901. For Freight, apply to SHEWAN, TOMES & Co.,

Agents. Hongkong, 24th September, 1901;

SAILING VESSEL.

FOR NEW YORK. HE 3/3 A. I. I. American ship

"MANUEL LLAGUNO," will load during September and October, saf ing about 25th October. For Freight, apply to

SHEWAN, TOMES & CO. Hongkong, 8th July, 1901.

Consignees.

NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND

STRAITS. Consignces of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the to break up into a fine dust or powder. In Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-From London, &c., ex S.S. Arcadia. From Persian Gulf, ex B. I. S. N. and B. & F S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 3rd October, at 4

P.M. will be subject to rent. ' ... No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintendent Hongkeng, 26th September, 1901. THE CHINA MUTUAL STEAM NAVIGA. TION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL THE Company's Steamship

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkeng and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed. Goods not cleared by the 3rd October, at

Noon, will be subject to rent. No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the

Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised. Optional Goods will be landed here unless

instructions are given to the contrary before 5-P.M., TO-DAY, JARDINE, MATHESON & Co.,

Hongkong, 26th September, 1901. OCCIDENTAL AND ORIENTAL STEAM. SHIP COMPANY.

NOTICE,

ONSIGNEES of CARGO per Steamship are hereby notified that their Goods are at their

risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 3rd

October, will be subject to rent. No Fire Insurance has been effected. GEORGE ECKLEY. Acting Agent.

Hongkong, 26th September, 1901. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE, THE Company's Steamship

"Kumsang," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their N. MONDAY, the 7th October, 1901, Goods will be delivered from alongside, at 1 P.M., the Company's Steamship Cargo impeding the discharge or remaining "NATAL," Captain Bouis, with Malls, on board after Noon, the and October, will be Passengers, Specie and Cargo, will leave this landed at Consignees, risk and expense into Godowns at East Point.

No Fire Insurance will be effected, Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 30th September, 1901.

After protracted and painstaking research, a Shipping Orders will be granted till Noon, thorough safe and certain Remedy has taken Specie and Parcels until 3 P.M. on the 6th Disease of the Mervous Bystom. It is a suro Cure for Nervous Debility in all its forms, from whatever cause arising, Wasting Decay, Bredisposition to Consumption ; and I will soud For further Particulars, apply at the Com- the prescription, and full particulars of the Remedy to any sufferer, on receipt of a self-

TALE OF THE SEA.

MASTER KILLS THE MATE.

At the date of last advices from Perth (Western Australia), the United States Consul there had just been inquiring into a singular case of killing at sea on board the American ship James Drummond bound from British Columbia to Fremantle. Shortly before leaving port, Captain Nason,

the master, shipped as mate a man named Burns, an Irishman, married, and about 38 years of age. From the very first it is alleged that Burns was a source of considerable annoyance. He threatened even to kill the captain and all on board before the vessel reached Fremantle. The master had occasion in several instances to find fault with Burns, and hot words at times passed between the two. The position gradually became worse, and on the afternoon of June 15th reached a crisis. All hands were at supper at the time of the occurrence, Captain Nason, his wife, mate rushed into the cabin with a revollat. 28° South.

COAL CINDERS AS A MATERIAL FOR ROAD-MAKING.

The following clipping from the Pinang Gazette may prove of interest to the Public Works Department:

The advantages of the use of coal cinders as a material for road-making are only now beginning to be understood. The great drawback to their more general adoption hitherto has undoubtedly been the tendency of the material America, that country of original ideas, this difficulty has been got over by the use of refuse oil as the substance to supply the necessary binding effect. It has been found that even under the severest conditions of traffic the surface of a road laid with coal cinders and oil properly supported by a bottoming of granite remains in perfect condition, and that under the many variations of climate peculiar to America.

The first requisites to the life of a road are its ability to stand the heaviest pressure that may pass over it, and also that it should be able to shed rapidly the rain or other water that may fall upon it.

The second cond tion is fulfilled in an ideal manner by the cinder and oil road, while if the thickness of the top layer be carefully calculated to suit the pressure of the loads passing over it, the first condition will be found to be as efficiently provided for.

regards first cost and in subsequent repairs, but, also of good appearance and of such colour as affords great relief to the eyes of the users of it. This point is particularly desirable in a tropical placelike Penang; where the glare of the sunlight from the surface of the usual white granite roads is, at times, very trying.

The Municipality of Penang, last week, laid down at two or three points in Northam Road (one of our busiest thoroughfares, even between 4 and 7 p.m.) trial sections of cinders and not only to the originators of the idea but also | children to the general public, to see how the experiment turns out. Exception may, however, be justly taken to the method adopted of depositing the materials. It seems to us that it would be much better to spread the cinders out in a thin layer than to simply dump them down in heaps and léave it to the action of the vehicular traffic to spread it. The result is apt to be streaky and productive of unsatisfactory results, calculated to prejudice the system in the mind of the

WHEN TWO RACES MINGLE.

A slender little figure, clad in blue cotton-a shaven head with the long pigtail—naked brown feet, beating with a movement that was not Oriental upon the muddy rice-field-a human leaf torn at random from the book of life's smaller tragedies.

But a short half-hour before he had been one of a group of children playing together in the dirty village street. A coolie, who had overweighted his bamboo and strap carrier, upset the load of bricks among them, and the children had been all more or less scratched and bruised. Achew standing apart, had watched the mothers of his companions console them with those peculiar caresses which seem to white folk so cold and unsatisfactory, but which represent to the native baby all that he. ever knows of petting. Then, when the other boys had been carried in to receive comfort from the rice sweetmeats so dear to the youthful Chinese heart, Achew had suddenly raced away as fast as his short legs would carry, him -away to the lonely rice field. Often had the villagers scoffed at this, his favourite manner of easing any pain; but Achew rarely found it fail to bring a measure of relief. Flinging himself face downwards on the ground, he sobbed in the vernacular, a grief that was not new: "Why can Achew call no one A-mah?"

Amah—the word lisped by so many white baby lips throughout China-to grown white folk means only "nuise," but is really the native Cargo will be received on board until 4 P.M. discovered, which will positively Core any ringe of a rolling race, with the Anglo-Saxon instinct for rapid motion, with the violet eyes, that contrasted so oddly with the shaven crown

Achew had no mother. addressed stamped envelope.—Address; Rev. southward, in the slums of a Queensland town, JOSEPH HOPE, "St. Cloud," Westcourt Road, a white woman striving, by what means God. her helpless half-caste girl children, for whom civilization had no place, wept with that bitterest

weeping, which knows no tears, for her only hov. It was a commonplage incident, too trivial for notice. The Chinese brute to whom she had been a white slave for five years had deserted her one night, carrying with him the boy, and returned to his own land. But Achew, he of the strange "foreign" ways lay on his face by the rice field sobbing-"Amah," Amah He had no mother.

In the early dawn of an autumn morning late in the year 1900 a Chinese youth laboured at the digging of a grave a yard or so in front of a wall, while two Sikhs with loaded rifles mounted guard. He was a murderer, this lad of, perhaps, sixteen summers, positively identified as one of that gang of human fiends who had tortured to death an unresisting missionary. He had not disputed the accusation, nordenied one of the hideous details related by the interpreter to the horrified British officer by whom the trial was conducted. And when they told him he and child being in the forward cabin. The was to die, he had greatly marvelled-it was such a little thing to die. Yet it was not of this ver, and threatened to shoot the master. Cap- that he was thinking as he toiled to deepen that tain Nason at once sprang up and sprang his grimhole, ashis task drewnearer to the close. He revolver. Seeing that his life was in jeopardy, was remembering, with vague satisfaction how, he fired at the mate and mortally wounded a few months before, he had carried a cup of water him. The mate was buried at sea on the fol- to the lips of a white woman, dying in fearful lowing day. The ship was then 52 days out, agony upon the open road, where his own people and was in the South Pacific Ocaen in about had left her after they had beaten her almost out of the semblance of human form. He had stooped beside her and driven off the cruel flies and ants, and held his big coolie hat over her uncovered head. He remembered her bruised SOCOTRA, British steamer, 3,896, G. W. Babot, lips had formed strange words before the end 2nd Oct.,—London 25th Aug., and Singalips had formed strange words before the end had come—"God bless you." ,"God," that was the white man's joss; but what was "bless"?

And so Achew, one-time angel, and withal Boxer, torturer, and murderer, stood up' in the light of a gold and crimson dawn, facing half a dozen levelled rifles, at twelve paces. Steadfastly he looked along the bright barrels. The years of his short life seem to fall away from him, and the memory of a face arose indistinctly. before his eyes, vague and very far off, the face of a white woman-" Amah, A-mah."...

In an opium den of the Queensland town that which had once been a woman drained the cup of infamy. With a glass of raw spirits in one hand, she sang the vile songs of the Chinese quarter, amid surroundings well-nigh unspeakable. As the night rolled on she flung herself on one of the dirty couches, and slept the slumber of her kind. It was still dark when, with a cold shudder, she staggered to her feet, aroused by the sound of a rifle volley. For one brief instant her mother's instinct awoke again, and, by a subtle gift of nature, she touched the bedrock of that sordid tragedy-when two races mingle.-Pall Mall Gazette.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer Armand - Not only do we get a durable road, cheap as Behic, connecting with the steamer Salazie at Colombo, from Marseilles, Sept. 8,-To Nagasaki: Mr. Erdmann. To Haiphong: Mr. Michel, Mr. and Mrs. . Malod. Mr. Gayer, Mr. Lefebure, Mr. and Mrs. Fontaine. To Saigon Mr. and Mrs Hue and children. To Batavia: Mr. Mendes 'e Lion.

Per Messageries Maritimes steamer Annam, from Marseilles, Sept. 22 .- To Yokohama: Mr. and Miss Meschersky. To Shanghai: Mr. and Mrs. Van Laer. To Hongkong: Mr. Trevoux. To Haiphong: Mr. and Mrs. Devaux. To oil, and it will be no doubt of great interest, Saigon: Mr. and Mrs. Rochouvollet and 2

Per P. and O. steamer Arcadia, connecting with the steamer Bengal at Colombo, from London, Aug. 24-To Hongkong: Miss Fenner, Mr. and Mrs. Charles Ford, Miss Sweet, Corporal W. Marsden, Mr. E. H. Codling, Mrs. Daly, Mr. J. C. Cooke. From Marseilles,-To Shanghai: Rev. and Mrs. J. Paxton and child. To Hongkong: Mr. Bremner, Mr. W. B. Dixon, Mr. W. E. Dixon. To Singapore: Mr. W. E.

Per P. and O. steamer India, from London, Sept. 5.—To Shanghai: Mr. and Mrs. J. Stark, Dr. H. S. Cary, Dr. W. Shackleton, Mr. W. J. Embery, Mr. W. H. Greenaway, Mr. R. Young, Mr. C. Chenery, Mr. G. Anderson, Mr. A. Jennings, Miss Eacott. To Hongkong: Mrs. Hatherwell, Major Scott. To Bangkok : Mrs. Wood and child, Mr. C. J. Davidson. From Marseilles.—To Hongkong: Miss Radcliffe, Mr. E. T. Palmer, Mrs. Bond.

Per P. and O. steamer Japan, from London, Sept. 7.-To Hongkong: Mrs. Brown and children, Commander and Mrs. Dawes, Mr. H Bent, Mrs. Low and child, Lieut. Fry, Lieut Cole, Major and Mrs. Ash, Mr. J. Low, Lieut. Grant, Sub-Lieut, Hammond.

Per P. and O. steamer Oceana, connecting with the steamer Massilia, at Colombo, from London, Sept. 19 .- To Shanghai : Miss Twizell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saltan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West. To Hongkong: Capt. R. White, Mrs. McCub. bin and child. From Brindisi, Sept. 29 .-To Manila: Mt. J. M. Underwood.

Per P. and O. steamer Borneo, from London. Sept. 21.-To Yokohama : Mrs. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong: Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton, Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stemsbury, Miss E. J. Ramsey, Lieut, and Mrs.

Per Norddeutscher Lloyd steamer Sachsen, from Hamburg, Aug. 21.-To Shanghai : Mr. Knud S. Stokke, Mr. Johann Wenck. To Hongkong; Mr. Heinrich Varrelmann. From Southampton, Aug. 26 .- To Yokohama: Mr. and Mrs. R. J. Webb. To Shanghai : Mr. W. from Tamsui, Amoy and Swatow, reports Across the blue waters, 1,500 miles to the E. Burnet, Miss Caplin, Dr. E. C. Davenport, Tamsui to Amoy, strong N.E. winds and rough southward, in the slums of a Queensland town, Mrs. Dewar and child, Miss A. Ford, Mr. D. Sea with fine clear weather. Amoy to Swatow, Acting Agent.

JOSEPH HOPE, "St. Cloud," Westcourt Road, a white woman striving by what means God—Robertson. To Hongkong: Mr. and Mrs. H. weather. Swatow to Hongkong, fresh E.N.E. v. Frewin, Miss Maching. Mr. Mumford and winds and line clear weather.

Rev. Joseph Hope. "St. Cloud," Westcourt Road, a white woman striving by what means God—Robertson. To Hongkong: Mr. and Mrs. H. weather. Swatow to Hongkong, fresh E.N.E. v. Frewin, Miss Maching. Mr. Mumford and line clear weather.

family, Mrs. Kate Ramsey, From Geno To Yokohama ; Mr. Riccardo Giglio Tos To Kobo: Miss Anna Barth. To TsingtnuMr. Albert Pfeiffer. To Shanghai : Mrs. vorollendorf, Miss Eva von Möllendorf, Missargaretha von Möllendorf, Miss Dora vongl. lendorf. Mr. Stabszahlmeister Ross, Dr. Stuhlmann. To Hongkong: Mr. Dion Baumann, Mr. Carl Diener, Dr. and Miss hn E. Kühne, Master Hans Kühne, Miss Beja Kühne, Miss Edy Kühne, Miss Johanna Küle. Per Norddeutscher Lloyd steamer Kianchou, from Bremen, Sept. 4 .- To Nagasa Mr. G. Chester, Mr. Gordon Kerr. To Shighai: Mr. and Mrs. Taylor, Miss Kidson Iss Short, Dr. Hotvedt, Mr. Pereira and party, MF. Neville May, Miss May, Mrs. Rees and farily, Mr. and Mrs. L. M. F. Grant and family, Irs. Felgate, Rev. and Mrs. Hunter, Dr. W E. Plummer, Mr. and Miss McPhail, Rev S. C. Meech, Mrs. Harris, Dr. Cochrane, Mis Miles. To Hongkong: Mrs. Macdonald, Miss tumber, Dr. H. Davidson, Mr. Hickie, Mrs. Kdd and children, Miss Turner and child.

Shipping.

Arrivale

TIENTSIN, British steamer, 3,950, W. W. Cooke, R.N.R., 1st Oct.,-Bombay 13th Sept., and Singapore 25th, General.—P. & O. S. N. Co.

SANUKI MARU, Japanese steamer, 3,787, W. Townsend, and Oct.,-Moji 28th Sept, General.-Nippon Yusen Kaisha. pore 26th Sept., General.—P. & O. S. N.

PREUSSEN, German steamer, 2,378, E. Prehn, 2nd Oct.,-Yokohama 21st Sept., Mails and General.-Melchers & Co.

DAPHNE, German steamer, 1,290, E. Schipper, 2nd Oct.,-Nagasaki 27th Sept, Lumber. -Siemssen & Co.

ROSARIO. British sloop, 980, A. W. Hamilton, 2nd Oct. -Singapore 24th Sept.

HAIMUN, British steamer, 636, W. Passmore, 2nd Oct.,-Tamsui 29th Sept., Amoy 30th, and Swatow 1st Oct., General.-Douglas, Lapraik & Co.

LYEEMOON, German steamer, 1,234, Th. Lehmann, 2nd Oct.,-Shanghai 29th Sept., General.—Siemssen & Co. Anping, British steamer, 1,158, H. Barlow,

2nd Oct. -- Canton 18: Oct., General. ---C. M. S. N. Co. TAI Fu. German steamer, 1,069, H. Martens, 2nd Oct .- Newchwang and Chefoo 27th Sept., General.—Tung Kec.

LUCIA, British ship, 640, Andersen, 2nd Oct., -Rajang 6th Sept, Timber.-Master. APENRADE, German steamer, 611, H. Lorenzen,

2nd Oct.,—Haiphong 28th Sept., General.
—Jebsen & Co. DAIGI MARU, Japanese steamer, c80, Kitano, 2nd Oct.,-Tamsui via Amoy and Swatow 1st Oct., General.-Mitsui Bussan Kaisha. SACHSEN, German steamer, 5,02(, H. Supmer,

2nd Oct.,-Singapore 27th Sept., Mails and General.—Melchers & Co. MARIE JEBSEN, German steamer, 11771, P. Hemmert, 2nd Oct. - Saigon-27th-Sept.

Rice.—Jebsen & Co. HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, and Oct.,-San Francisco via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai 30th Sept., Mails and General,-J. S. Van Buren.

Clearances at the Harbour Office.

Haiching, British str., for Swatow. Deuteros, German str., for Swatow. Tsinan, British str., for Shanghai. Lycemoon, German str., for Canton. Gaelic, British str., for Shanghai. Bygdo, Norwegian str., for Hongay. Perla, British str., for Amoy. Taifu, German str., for Canton.

Donertures. Oct. 2. Gaelle, British str., for San Francisco. Oct. 2. Hue, French str., for Quong-chow-wan. Oct. 2, P. C. C. Klao, German str., for Swatow. Oct. 2. Victoria, Swedish str., for Amoy. Oct. 2, Tsinan, British str., for Shanghai.

Oct. 2, Loksang, British str., for Shanghai. Oct. 2, Perla, British str., for Manila. Oct. 2, Maidsuru Maru, Jap. str., for Swatow. Oct. 2, Deuteros, German str., for Swatow.

Oct. 2, Cebu, American str., for Manila.

Oct. 2, Nive, French troopship, for Taku.

PAREAUSONE-ATTIVET Per Haimun, from Coast Ports-90 Chinese. Per Lycemoon, from Shanghai-Mrs. Arthoff.

and 41 Chinese. Per Preussen, for Hongkong from Yokohama -Messrs. Whitney. Daniels, Mrs. Jessen, Messrs, von Trotha, Hoppenberg, Ito and Anna, From Kobe-Mr. Lemercy, Misses Okume and Omia. From Nagasaki-Mr. Davis, Miss Müller, Mr. Johnson, Miss Butterlain, Messrs. Gidley, Johnsen, Mrs. Gidley, and Mrs. Kindsata. From Shanghai-Mr. Damson, Mrs. Portario, Messrs. Molinablo, Aronoviri, Schwart, San, Baldi, Deagostin, Ma, Cha, Zaneth, Ocarpo, Goldberg, Platangisty, Andrantyo, Wakeham, Dannenberg, Gutierrey, Brillian on and Terada.

Per Sanuki Maru, from Moji for Hongkong -Misses A. Harrison, E. D. Thomas, and S. Ogawa, Mossrs, W. Pucher, and J. Nakasawa, 3 Japanese and 20 Chinese. For Singapore-Mr. A. F. Worthington and 7 steorage. For Colombo-Mr. T. Ibukiyama and I steerage: For Marseilles-Mr. H. Uchimura and 3 steerage. For London-Mr. Suzuki, Revs. S. Peake, H. Firkins and I steerage. For Penang-4

SHIPPING BEPORTS.

Captain W. W. Cooke, R.N.R., of the steamship Tientsin, from Bombay and Singaporo, reports: -Fine weather to Singapore, and strong N.E. -monsoon to Hongkong.

Capt. H. Martens, of the steamship Talfu, from Newchwang, via Chefoo, reports :- From Chefoo to Barren moderate to fresh B.E. winds and sea, thence to port fresh and strong N.E. winds and rough sea.

Capt. W. Passmore, of the steamship Haimung

Telegraph Address-"Rialto.

STEAMERS EXPECTED.

Doric B str. Harry Smith, R.N.R. Sna Francisco... O. & O. S. S. Co. ... Oct. 18th

Nippon Maru J str. W. W. Greene San Francisco... P. & O. S. N. Co.... Oct. 25th

We would direct the attention of shipping firms to the style in which "Steamers Expected"

and "Projected Sailings" are now published in these columns and in so doing respectfully urge

CAPTAIN .

forms already supplied gratis, with the latest available information every day.

ACENTS

Saigon ... Messageries M'times Oct. 7th

DUE

Telephone No. 148.

VESSEL'S NAME & RIG

City of Peking

Peru

Empress of India.....

Victoria

P.....Queen Adelaide

S'pore, Penang & C'tta. Kumsang Jardine, Matheson & Co. Oct. 5, at noon.

Vancouver, v. S'hai, &c. Empress of Japan Canadian P'fic R. Co. .. Dec. 18, at noon.

Victoria, B.C., &c..., ... Glenogle Dodwell & Co., Ltd...... Nov. 267

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Kinshin Maru Nippon Yusen Kaisha... Oct. 19, at 4 p.m.

..... Dec. 7, at noon.

. Nov. 12, at noon.

Nov. 20, at noon.

Dec. 14, at noon.

About Oct. 12.

.....Oct. 19, at noon.

ON BOMBAY, Telegraphic Transfer......144

On Shanghai, Telegraphic Transfer732

Sovereigns, Bank's Buying Rate......\$10.30

Gold Leaf too touch, per tael53.25

Bar Silver......267

Dollarsnom.

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

BENGAL-New Patna @ \$930/35

Private 30 days' sightnom.

Hongkong, 2nd October.

New Benares @ 9071/10

Old Patna.......... @ 9705

MALWA—This and last years new @\$ 860/70

Old Benares...... 940 nom

The M. M. Co.'s steamer Salazie with the

The P. M. S. S. Co.'s steamer Algoa will

be despatched for San Francisco via Moji.

Kobe, and Yokohama, on Saturday the 5th inst.,

HONGKONG AND WHAMPOA DOCK RETURNS.

Georges Valentine ... at Kowloon

Munchen Cosmopolitan

next French Mail, will leave Saigon to-morrow

at 4 p.m., for this port.

Zafiro

Cebu

Kong Beng

Algoa

Elcano

Canton River

Laongsang

Victoria

Montery

Post Office.

A Mail will close:-

3rd instant, at 7.30 A.M. For Swatow-Per Nanyang, to-morrow, the

For Canton-Per Hankow, to-morrow, the

ard instant, at 9 A.M. For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville Brisbane, Sydney and Mclbourne-Per Airlie, to-morrow, the 3rd instant, at 10 A.M.

For Europe, &c., India, via Tuticorin-Per Preussen, to-morrow, the 3rd instant, at 11 A.M. For Macao-Per Heungshan, to-morrow, the 3rd instant, at 1.15 P.M.

For Shanghai-Per Anping, to-morrow, the 3rd instant, at 2 P.M.

For Amoy' and Manila-Per Sungkiang, tomorrow, the 3rd instant, at 4 P.M. For Moji and Kobe-Per Glenfarg, to-

morrow, the 3rd instant, at 5 P.M. For Canton-Per Pawen, to-morrow, the 3rd instani, at 5 P.M.

For Singapore, Penang and Colombo-Per Santki Marte to morrow, the 3rd instant, at NIVE, French troopship, 6,000, Morazzani, 28th

Socotra, to-morrow, the 3rd instant, at 5 P.M. For Shanghai -- Per Woosung, on Friday, the 4th instant, at 4 PeM.

For Chefoo and Newchwang-Ker Dr. Hans-Jerg Kier, on Saturday, the 5th inst., at 9 A.M. the 5th instant, at 11 A.M.

For Singapore, Penang and Calcutta-Per-Kumsang, on Saturday, the 5th inst., at 11 A.M. For Manila-Per Loongsang, on Saturday, the 5th instant, at 3.30 P.M.

For Manila-Per Esmeralda, on Saturday, the 5th instant, at 4 P.M.

· For Shanghai-Per Lycemoon, on Saturday, the 5th instant, at 4 P.M.

For Swatow, Amoy and Tamsui - Per Daigi Marn, on Saturday, the 5th instant, at 5 P.M. For Shanghai, Kobe, Yokohama, Victoria, (B.C.) and Sacoma-Per Queen Adelaide, on Tuesday: the 8th-instant, at-14-A.M.

For Iloilo and Gebu-Per Kaifong, on Tuesday, the 8th inst, at 4 P.M. For Singapore, Penang and Bombay-Per Bornida, on Friday, the 11th inst, at 11.30 A.M. For Europe, &c., India, via Tuticoria-Per Palawan, on Saturday, the 12th inst., at 11 A.M. For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and

Melbourne-Per Chingtu, on Saturday, the 12th instant, at 4 P.M. For Moji, Robe, Yokohama, San Diego and San Francisco-Per Strathgyle, on Sunday, the 20th instant, at 9 A.M.

For Shanghai, Nagasaki, Kohe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of China, on Wednesday, the 23rd instant, at II A.M

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, Lossius,-Hongkong, Canton, and Macao Steamboat.

"Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steamboat Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat

Hankow, British steamer, 2,252, C. V. Lloyd,---Butterfield & Swire. . Hoi-tong, Chinese steamer, 409 tons, Captain

Tai-on, British steamer, 728, J. Lawrence,-Tai On Steamship Co.

Pak Kong, British steamer,--Kwong Wan S.S.

Kong Nam, British steamer, T. Austin, R.N.R., --Chinese Owned.

Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Glarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, G. F. Morrison, R.N.R.,-Hongkong, Canton and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, R. J. Mackenzie,-China Merchant Steam Naviga-

Canton and West River. Nanning, British steamer, R. D. Thomas,

-Hongkong, Canton and Macao Steam-Sainam, British steamer, W. Dixon,-Hongkong, Canton and West River Steamboat

VESSELS IN PORT.

Steamers.

AJAX, British steamer, 4,477, H. E. Batt, 1st Oct ..- Shanghai via Amoy and Foodhow 26th Sept., General.—Butterfield & Swire. AIRLIE, British steamer, 2,500, St. John George, 29th Sept ,- Japan 24th Sept., General .-Gibb, Livingston & Co.

ALGOA, British steamer, 1,252, Hansford, 24th Sept.,-Scattle 1st Aug., and Manila 21st Sept., Hemp.-Dodwell & Co., Ld. ANAPA, British steamer, 2,251, Williamson, 29th Sept.,-New York 4th Aug., Case Oil.

-Standard Oil Co. BAKAN MARU, Japanese steamer, 820, F.

Kawamoto, 24th Sept.,-Japan 17th Sept., Ballast.—Japanesc. BENLARIG, British steamer, 1,452, R. Kroble,

30th Sept., -- Moji 25th Sept., Coal. -- Gibb, Livingston & Co. Bygno, Norwegian steamer, 771, Th. Carlson,

30th Sept.,-Moji 26th Sept., Coal.-Sander, Wieler & Co. CEBU, American steamer, 648, A. Inchusagarri,

29th Sept.,-Iloilo 24th Sept., General.-CHIGWELL, British steamer, 1,192, Underhaz,

30th Sept.,-Borneo Balch Papan 20th Sept., Oil.—Arnhold, Karberg & Co. CHOWTAI, German steamer, 1,115, A. Müller, 29th Sept.,-Bangkok 23rd. Sept., Rice.-

Butterfield & Swire. CHUNSANG, British steamer, 1,418, L. A. Muir, | Hart, twin screw, torpedo-boat destroyer, 260 24th Sept.,-Java 15th Sept., Sugar.-Jar-

dine, Matheson & Co. DR. HANS JERG KIAER, Norwegian steamer,

691, Larsen, 30th Sept.,—Sarawak 23rd

Sept., Timber.—Chinese. ELCANO, American steamer, 501, R. de Al-

Ballast - Brandao & Co. EMMA LUYKEN, German steamer, 1,199, Schall, 30th Sept, -Samarang 21st Sept,

Sugar.—E. A. Trading Co. EMPRESS OF CITINA, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct.,-Vancouver,

(B.C.) 9th Sept., and Shanghai 28th, Mails and General.—C. P. R. Co. GLENKARG, British steamer, 2,350, R. A. Donaldson, 25th Sept,-Saigon 21st Sept.

Rice.-McGregor Bros. & Gow. HAICHING, British steamer, 1,276, W. Davis, 1st Oct,-Tamsui 26th Sept., Amoy 29th, Taku.

INDRAPURA, British steamer, 3,152, A. E. .. Hollingsworth, 29th Sept.,-Portland, Or, 30th Aug., General.-Shewan, Tomes &

KONG BENG, German steamer, 862, Möllermann, 24th Sept.,—Koh-si-chang 18th Sept., Rice.—Melchers & Co.

KUMSANO, British steamer, 2,078, E.J. Buller, 29th Sept. - Singapore 24th Sept., General. -Jardine, Matheson & Co. LOKSANG, British steamer, 978, G. Leask, 29th-Sept.,-Canton 28th Sept., General-Jar-

dine, Matheson & Co. LOONGSANG, British steamer, 1,092, G. S. Weigall, 30th Sept.,-Manila 27th Sept., General.—Jardine, Matheson & Co. MAUSANO, British steamer, 1,204, W. D. Welsh, 25th Sept., -Sandakan 17th Sept.,

1 Timber.-Jardine, Matheson & Co. NANSHAN, American steamer, 1,344, E. A. Anderson, U.S.N., 29th Sept.,-Chefoo 25th Sept., Navy Stores.-U. S. Govern-

NANYANG, German steamer, 1,060, E. Hass, 27th Sept.,-Saigon 23rd Sept., Rice and Rice-flour.-E. A. Trading Co.

Sept. -Tonkin c6th Sept. For Shanghai, Kobe and Yokohama-Per PAX, Helgian steamer, 1,207, E. Damster, 30th Sept.,--Saigon 25th September, General.-

Melchers & Co. PRONTO, German steamer, 632, H. Grandt, 29th Sept.,-Saigon 24th Sept., Rice-flour. ---Siemssen & Co.

For Singapore - Ver Formosa, on Saturday, QUEEN ADELAIDE, British steamer, 1,835, F. McNair, 1st Oct,-Dalny 26th Sept., Ballast.-Dodwell & Co., Ld. SUNGKIANG, British steamer, 1,021, S. W.

Moore, 30th Sept.,-Iloilo and Manila 26th Sept., General.-Butterfield & Swire. TAL LEE, German steamer, 825, T. Calender, ist Oct, - Inigon 27th Sept., Rice and Flour.-Meyer & Co., Ting Sang, British steamer, 1,045, W. E.

Sawer, 29th Sept., -- Saigon 25th Sept., Rice .- Jardine, Matheson & Co. TRIGONIA, British steamer, 1,069, Powell, 20th Aug ,-Shanghai 16th Aug., Kerosine .-Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.,-Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ld.

Sailing Vessels.

LHANIA, British ship, 1,438, W. L. Brownell, 26th Sept.,-Manila 4th Sept., Ballast.-

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May,-Manila 9th May, Ballast.-Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.,-Haiphong 15th Aug., Ballast. -Order. HELEN H. WYMAN, American ship, 1,664, D.

A. Vanhon, 10th Sept.,-Chefoo 28th Aug., Ballast,-Arnhold, Karberg & Co. I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.,-Kobe 19th July, General. -Arnhold, Karberg & Co.

KENTMERE, British ship, 2,347, Bundy, 19th Sept.,-New York 5th May, Oil.-Standard LAUNBERGA, American bark 906, McDougall, 14th Aug., -- Cebu 6th Aug., Ballast .-

Master. L. Schepp, American ship, 1,673, Kendall, 5th July,-Manila 25th June, Ballast.-Car-

MANUEL LLAGUNO, American ship, 1,650, Nichols, 29th June,-New York 3rd Mar., Kerosine Oil.—Standard Oil-Go. SEA WITCH, American ship, 1,172, Howes, 21st Feb.,--Manila 18th Feb., Ballast.-- Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.,-New York 4th May, Kerosine.—Standard Oil Co. W. H. CONNER, American ship, 1,614, Colcord, 26th Sept., -- Manila 10th Sept., Ballast .--

Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 2nd, 1901.

Alucrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easkine, Wei-

Albion, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewett, Hongkong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai. Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns,

5,000 i.h.p., Gapt. J. Startin, Woosung. Argonaut, 1st-class cruiser, 11,000 tons, 16,500. h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.

Astraa, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., to guns, Capt. C. J. Baker, Amoy. Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-

Barfleur, 1st-class battleship, 13,000 tons, 14

guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Nagasaki. Blenheim, 1st-class criuser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G.,

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6-guns, Lieut. and Comdr. F. M. Leake, Wuhu.

Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, Wrey, Bart., Singapore: Britomart, 1st-class gunboat, 710 tons, 1,300

Dapline, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Wei-hai-wei. Dide. 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tillard, Shanghai.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns 8,000 i.h.p., Capt. Stokes, Amoy. Endymion, 1st-class cruiser, 7,350 tons, 12,000 i,h.p., 12 guns, Capt. A. W. Paget, C.M.G.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-Fame, twin screw, torpedo-boat destroyer, 360

tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Beaty Pownall, Canton. Glory, 1st-class battleship, 12,500 tons, -guns, 13,500 i.h.p., Capt. Carter, Wei-hai-

Gollath, 1st-classbattleship, 12,950 tons, 16guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

tons, 6 guns, 4,000 i.h.p., in reserve. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Hardy.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Shanghai. henage, 3rd Sept., -- Manila 31st August, Isis, and class cruiser, 5,600 tons, 11 guns, 9,600 ish.p., Capt. Charles Windham, M.V.O.

Janus, torpedo-boat destroyer, 280 tons, 6 guins, 3,900 i.h.p., in reserve. Ocean, Ist-class hattleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. Arthur J. Renniker

Hughan, Hongkong, Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-Ofter, torpedo boat destroyer, 350 tons, 6 guns,

Comdr. W. H. Nicholsop, Canton.

1,200 ch.p., Lt. and Coindr. Oldham,

Pique, twin screw, and-class cruiser, 3,000 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut-Comdr. U. V. de M. Cowper, Shanghai. Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hungkong. Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett.

Robin, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. G. Webster, West River. Rosario, sloop, 980 tons, 6 guns, 1,100 i.h.p., Com. C. Hamilton, Singapore. Sandpiper, butish river-gunboat, 85 tons, 2

guns, 240 i.h.p., Lt.-Conidr. Carr. West Snipe, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtsze. Swift, and-class gunboat, 750 tons, 6 guns, 870 i.h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong. Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stopford, Wei-

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong. Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 - guns, 200 i.h.p., in Reserve Hongkong. Waterwitch, surveying-ship, 620 tons, 450 i.p.h. Lieut.-Comur. Lyne, Shanghai. Whiting, twin screw, torpedo-boat destroyer, Mackenzie, D.S.O., Wei-hai-wei.

Wivern, const. detende ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong. Woodcock, river-ganboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiukiang. Woudlark, river-gunboat, 150 tons, 2 guns, 550

Torpedo-boats in Reserve Nos. 8 and 20/35, 36, 37 and 38, first-class; and 3 second-class

Yangtsze.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai. Holland, Dutch cruiser, 8 guns, 3,900 tons,

9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. Wiber, Singa-Koningin Wilhelmina der Nederlanden, Dutch

cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow. Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons,

4,736 i.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong. Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser,

28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin. Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, Dimitri Donskoy, Russian armoured cruiser,

5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Screbrennikff, at Taku.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikiashevsky, at Shanghai. Koreyels, Russian cruiser, 1,200 tons, 9 guns,

2,150 h.p., Capt. Silmann, at Taku. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10 Kersaint, 3rd class cruiser, 1,300 tons,

guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Navezdnik, Russian cruiser, 1,334 tons, 14 gnns, ,800 h.p., Capt Zarine, at Nagasaki. 🚉 Otvazny, Russian armoured cruiser, 1,490 tonsy

Coprianoff, at Shanghai. Petroparlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki. Polstava, Russian battleship, 10,960 tons,

11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki. Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at

Nagasaki Rozbaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarofi, at Singapore. 5,600 i.h.p., Commander Sir Bourchier Rurik, 1 Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur. ich.p., 6 guns, Lieut.-Coindr. E. A. Baird, Sevastopol, Russian battleship, 10,900 tons,

13,600 i.h.p., 16 guns, Capt. Meleusky, at Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons;

14 guns, 8,500 i.h.p. Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Sweaborg, 1st class, Russian torpedo boat, 69

tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots. Vladimir Monamach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.) Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forel, Russian torpedo boat, 23 tons; 1 gun, 220 h.p., 16 knots.

Janichichi, Russian torpedo boat, 87 tons, guns, 970 h.p., 19 knots. KII. Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4 duns 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

h.p., 16 khote

Figmy, 1st C'sas gunboat, 755 tons, 6 guns, Skorplon, Russian torpedo boat 13 cons, 1 guns, 320 h.p., to knots. Sootchena, Russian torpedo boat, 87 tous, 4 guns,

:070 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai, Sterlaid, Russian torpedo boat, 23 tons, 1 gun,

220 h.p., 16 knots. Strums, Russian torpedo boat, 23 tons, 1 gun; 220 h.p., 16 knots. Sungued, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 turp tubes 1,100 h.p., speed 12 Revel, ist class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexcieff. * Flagship of Rear-Admiral F. V. Dubossoff.

THE GERMAN SQUADRON.

† Flagship of Rear-Admiral Reconoff.

Bussard, German cruiser, 1,600 tons, 8 guns, Couldr. von Bassewitz, at Shanghai. * Furst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 hip., Capt. Rollmann, at Amoy. Geier, German cruiser, 1,600 tons, 8 guns, Capt. Baser, at Shanghai.

guns, Capt. Paschen, at Woosung. Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai. Iltis, German gunboat, 900 tons, 10 guns,

* * * Hansa, German cruiser, 6,800 tons, 30.

Lieut.-Comdr. Sthamer, at Canton. Trene, German cruiser, 4,200 tons, 8 guns, Matsushema, 1st class, 4,277 tons, 25 guns, 2,930 h.p., Capt. Stein, at Nagasaki. i.h.p., Lieut. Comdr. H. E. Hillman, Jaguar, German gunboat, 1,000 tons, 10 guns Capt. Berger, at Foothow. Kaiserin Augusta, German cruiser, 6,331 tons,

20 guns, 14,000 p.h., Capt. Gülich, at Amoy. ** Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von-Holzendorff, at Woosung. Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai. Schwalbe, German cruiser, 1,120 tons, 8 guns,

Comdr. Boerner, at Hankow.

Secadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy. Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Holmeier, at Amoy. Warth, German battleship, 10,100 tons, 40

guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-No. 90, German torpedo-boat, 320 tons, Capt. No. or. German torpedo-boat, 360 tons, Capt.

Lieut, Püllen, at Shanghai. No. 92, German torpedo-boat, 320 tons, Capt. Fluinrich, at Shanghai. * Flagship of His Excellency Vice-Admiral, Suma, protected cruiser, 1st class, 2,750 tons,

*** Flagship, Rear-Admiral Kirchhoff. THE FRENCH SQUADRON.

** Flagship of Rear-Admiral Geissler.

Bendemann.

Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki Amiral Charner, 2nd-class cruiser, 4,800 tons,

Capt. Baëhme, Saigon. Bengali, and class dispatch-boat, Lt.-Comdr.: De La Croix de Castries, at Nagasaki. Bugeaud, and-class cruiser, 4,009 tons, 19 guns, 9,000 i.h.p., Capt. Defèvre, at Shanghai. Chasseloup Laubat, 2nd class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Louel, at Decidee, gunboat, 690 tons, Capt. Maresubette, D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Kalsuragi, 1,480 tons, 10 guns, 1600 h.p., at

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 63t i.h.p., Captain Saulne, at Eure. Dispatch-transport, Capt. Vallee, at Kalmon, 1,360 tons, 10 guns, 1,125 h.p., at

Marolles, at Taku.

Friant, gunboat, 693 tons, Capt. Adam, at Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 j.h.p., Capt. Aubin, at Taku.

guns, 2,200 i.h.p., Capt. de la Motte du

Portail, at Saigon. Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku. twin screw, 12 guns, 2,000 h.p., Captain Pascal, and-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at

Chin Hoku, 490 tons, 5 guns, 472 h.p. Styx, 3rd-class cruiser, 1,800 tons, Capt. Vin cent, at Hongkong. Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Shanghai. Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del

* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON. Albany, U.S. cruiser, 3,500 tons, Comdr. J. E Craig, at Manila.

Villeneuve, at Foochow.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong-Brooklyn, Flagship, U.S. cruiser, 9,215 tons Capt. C. M. Thomas, Shanghai. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p.,

Lieut.-Com. G. B. Bradshaw, at Manilas

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., .. Comdr. C. T. Forse, at Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,

Comdr. J. W. Carlin, at Manila. Don Juan de Austria, U.S. gunboat, 1,200 Glacler, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila. Helena; U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Tris, U.S. distilling-ship, 1,750 tons, 1,300 h.p.,

Capt. J. J. Meany, at Manila.

Isla de Luzon, U.S. gunboat, 1,330, Comdr. . V. B. Bleecker, at Manila. Kenlucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila, Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut-Comdr. A. P. Nazro, at Manila. 12 guns, Comdr. E. H. Gheen, at Canton.

tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,090 tons, wiguns, 5,244 h.p., Comdr., G. Pigman, at Hongkong

Monadnock, U.S. double-turret monitor, 4,000

6,300 i.h.p., Lieut, and Com. C. P. Mansel, Sisik, Russian torpedo boat, 23 tons, 1 gup, 220 Naskville, U.S. cruiser, Comdr. R. P. Rogen at Nagasaki and Swatow 30th, General.-Douglas, Phonix, sloop, 1.060 tons, 6 guns, 1,400 i.h.p., Skal. Russian tornedo boat, 350 tons, Captain New York, U.S. cruiser, 4,083 tons, Capta B. Smirnow, at Shangball, Manifest Manifes

Oregon, zet-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guna 800 h.p., Com. Harry Knox, at Shanghai. Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Whieling, U.S. gunboat; 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy. Yorkiows, U.S. gunboat, 1,710 tons, 6 guns,

3,392 h.p., Comdr. C. S. Sperry, at Manila. Vosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, 675 tons, Capt.] L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi,

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai. Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,320 i.h.p., Capt. Zezi, at Shanghai. Vetter Pisani, Italian cruiser, 6,700 tons, Capt. .V. Onofrio, Shanghail...

JAPANESE MEN-OF-WAR.

Battleships. Asahi, 1st class, 15,200 tons, 15,000 i.h.p., 18 guns, Captain S. Misu, at Japan. Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fujt, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku. Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

5,400 h.p., at Saseho. Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure. Hushidate, 1st class, 4,277 tons, 35 guns, 5,400

h.p., at Yokosuka.

Coast Defence Ships.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan. Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan. Helyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.,

at Yokosuka. Karagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho. Chilose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure. Yoskino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai. Naniwa, protected cruiser, 1st class, 3,709 tons,

' 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung. Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure. Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Capt. Shimamura, 24 guns, 8,500 h.p., at Idrumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan. Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka. Akitsushima, protected cruiser, 1st class, at

Manila.

Yokosuka.

Takao, 2nd class. 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan. Yayama, 3rd class, 1,600 tons, K. Matsumoto, 🚲 10 guns, 5,630 h.p., at Japan. Tukushi, 3rd class, 1.300 tons, Capt. S

Mastui, 12 guns, 2,887 h.p., at Japan.

Miyako, 2nd class, 1,800 tons, 34guns, 5,000 h.p.,

Osagi, cruiser, at Taku. Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan. Sloops and Corvettes. Musaski, 1,490 tons, to guns, 1,600 h.p., at

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo. Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Amagi, 1,030 tons, 13 guns, 720 h.p., at Yoko-Gun-boats. Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho. Akagi, 620 tons, to guns, 700 h.p., at Shanghai. Atago, 620 tons, to guns, 700 h.p., at Taku. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Chiokai, 620 tons, 10 guns, 700 h.p., at Taku. Soko, 572 tons, 4 guns, 400 h.p., at Saseho. Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka. Chinto, 490 tons, 5 guns, 472 h.p.

Chin Chu, 500 tens, 9 guns, 455 h.p. Yakichio, gunboat, 4,000 tons, Capt. Yakis, at

Chin Pui, 500 tons, 9 guns, 455 h.p.

Chinest, 490 tons, 5 guns, 472 h.p.

Torpedo-gunboat. Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats. Murakumo, 279 tons, at Ujina. Skinonome, 279 tons, at Kurc. Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe. Ikadusch, torpedo-boat destroyer, 331

Comde I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 fons, Comdr. Iwamura, at japan. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan. Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.

Obow, torpedo-catcher, 318 tons, Capt. Camada,

14 boats (Creusot), 56 tons, 2 torpedo-tubes, boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes, z boats (Schichau), 90 tons, 3 torpedo-tubes,

boats (Yarrow), 40 tons 3 torpedo-tubes, to boats (Yarrow), 40 tons, 3 torpedo-tubes, 630 h.p.

Tokiwa, at Yokosuka. Fuso, at Kure. Naniwa, at Yokosuka. Rinjo, armoured cruiser, 2,530 tons; to guns,

(used as gunnery traning ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns.

Miscellancous.

(used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship) Zsukuba, wooden screw steamer, 1,989 tons, to guns, 520 h.p., at Edajima. (used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, 2 Yokosuka. (used as a hulk.) Tingel wooden paddle steamer, T.465 tons (cited at lorped a training ship

THE HONGKONG TELEGRAPH.

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